APPENDIX B Correspondence

SHPO CONSULTATION

OFFICE OF HISTORIC PRESERVATION DEPARTMENT OF PARKS AND RECREATION

1725 23rd Street, Suite 100 SACRAMENTO, CA 95816-7100 (916) 445-7000 Fax: (916) 445-7053 calshpo@parks.ca.gov www.ohp.parks.ca.gov

May 12, 2015

Gabrielle Duff Environmental Branch Chief Caltrans District 8 464 W Fourth Street, 6th Floor San Bernardino, CA 92401-1400

Re: Determinations of Eligibility for the Proposed Interstate 10 Corridor Improvement Project, San Bernardino County, CA

Dear Ms. McKee:

Thank you for your letter of April 6, 2015 transmitting revised documents that answer questions posed in my e-mail of March 19, 2015. You are consulting with me about the subject undertaking in accordance with the January 1, 2014 First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA).

Caltrans has determined that the following properties are not individually eligible for the National Register of Historic Places (NRHP):

- 1531 N Euclid Avenue, Ontario, CA
- 1540 N Euclid Avenue, Ontario, CA
- 1524 N Euclid Avenue, Ontario, CA
- 250 E 7th Street, Upland, CA
- 265 E 7th Street, Upland, CA
- 749 Sycamore Court, Upland, CA
- 947 E 6th Street, Ontario, CA
- 1024 E 6th Street, Ontario, CA
- 1128 E 5th Street, Ontario, CA
- 1204 N Grove Avenue, Ontario, CA
- 10829 Etiwanda Avenue, Fontana, CA
- 16454 Washington Drive, Fontana, CA
- 16470 Washington Drive, Fontana, CA
- 16592 Washington Drive, Fontana, CA
- 18029 Taylor Avenue, Bloomington, CA
- 18083 Taylor Avenue, Bloomington, CA
- 10176 Orchard Street, Bloomington, CA
- 18661 Orange Street, Bloomington, CA
- 10156 Church Street, Bloomington, CA
- 1785 S Sycamore Avenue, Rialto, CA
- 20213 Valley Boulevard, Rialto, CA
- 885 W Valley Boulevard, Colton, CA
- 110 N 4th Street, Colton, CA

- 188 E Valley Boulevard, Colton, CA
- 444 E Valley Boulevard, Colton, CA
- 2396 E Steel Road, Colton, CA
- 428 E Caroline Street, San Bernardino, CA

Reply To: FHWA_2015_0217_001

- Mission Channel
- 25435 Redlands Boulevard, Loma Linda, CA
- 617 Texas Street, Redlands, CA
- 715 W Colton Avenue, Redlands, CA
- 615 Lawton Street, Redlands, CA
- 503 W Colton Avenue, Redlands, CA
- 719 N Eureka Street, Redlands, CA
- 201 W Colton Avenue, Redlands, CA
- 127 W Colton Avenue, Redlands, CA
- Terrace Park, Redlands, CA
- 203 E Colton Avenue, Redlands, CA
- 211 E Colton Avenue, Redlands, CA
- 322 The Terrace, Redlands, CA
- 619 11th Street, Redlands, CA
- 745 E Stuart Avenue, Redlands, CA
- 602 Church Street, Redlands, CA
- 524 Bonita Avenue, Redlands, CA
- 831 Sylvan Boulevard, Redlands, CA
- 911 E Central Avenue, Redlands, CA



Ms. Duff May 12, 2015 Page 2 of 2

- 924 E Central Avenue, Redlands, CA
- 215 N University Street, Redlands, CA
- 136 N University Street, Redlands, CA
- 130 N University Street, Redlands, CA
- 1106 E Central Avenue, Redlands, CA
- 507 University Place, Redlands, CA
- 511 University Place, Redlands, CA
- 514 University Place, Redlands, CA
- 517 University Place, Redlands, CA

- 524 University Place, Redlands, CA
- 528 University Place, Redlands, CA
- 532 University Place, Redlands, CA
- 1001 E Cypress Avenue, Redlands, CA
- 955 E Cypress Avenue, Redlands, CA
- 945 E Cypress Avenue, Redlands, CA
- 1131 E Cypress Avenue, Redlands, CA

Based on my review of the submitted documentation I concur.

Caltrans has also determined that the following properties are eligible for the NRHP:

- 1055 E Highland Avenue, Redlands, CA
- 926 E Highland Avenue, Redlands, CA

I do not have sufficient information at this time to either agree or disagree on eligibility for the two properties above. In the interests of moving the consultation forward I recommend that Caltrans consider them eligible for the NRHP for the purposes of this project.

Finally Caltrans is considering the Curtis Homestead in Loma Linda (CA-SBR-12989H) to be eligible for the NRHP for the purposes of the project. I have no objections to this.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at natalie.lindquist@parks.ca.gov.

Sincerely.

Carol Roland-Nawi, Ph.D.

State Historic Preservation Officer

Tokund Your, Ph.D.

DEPARTMENT OF TRANSPORTATION

DISTRICT 8 ENVIRONMENTAL PLANNING (MS 825) 464 W. FOURTH STREET, 6TH FLOOR SAN BERNARDINO, CA 92401-1400 PHONE: (909) 383-6933

FAX: (909) 383-6494 TTY: (909) 383-6300



Serious drought. Help save water!

April 3, 2015

Dr. Carol Roland-Nawi State Historic Preservation Officer 1725 23rd Street, Suite 100 Sacramento, CA 95816

I-10 Corridor Improvement Project San Bernardino / Los Angeles Counties EA 0C250 / PN 0800000040

Attention: Natalie Lindquist

Re: Re-Transmittal of Historic Property Survey Report /Determinations of Eligibility for the Interstate 10 Corridor Improvement Project, San Bernardino County

Dear Dr. Roland-Nawi:

In our original transmittal of February 11, 2015, Caltrans included an ESA Action Plan and notified SHPO of two Findings of Effect for the Undertaking regarding both the archaeological and built environment properties. This was in error. At this time Caltrans is only consulting with SHPO regarding determinations of eligibility under Stipulation VIII.C.6 of the Section 106 PA. Caltrans will continue consultation with SHPO regarding the Finding of Effect in accordance with Stipulation X at the appropriate time. The February 2015 HPSR and attachments were also revised to address SHPO comments received March 19, 2015. Because the majority of the project documentation remains the same, we request expedited review of the HPSR.

Revisions were primarily made to the following areas:

HPSR Section 9 regarding the finding of effect. The ESA Action Plan was removed and will be included with the FOE.

DPR 523 Forms for Euclid Avenue (MR 1a and 1b) (HRER Appendix A). See also clarification regarding Euclid Avenue, below.

A District Record was added to evaluate the potential University Street Historic District (MR 55-63) (HRER Appendix A).

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is initiating consultation with the State Historic Preservation Officer (SHPO)

in regard to the proposed Interstate 10 Corridor Improvement Project in San Bernardino and Los Angeles Counties. This consultation is undertaken in accordance with the January 1, 2014 First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation (Section 106 PA). Caltrans is concurrently complying with PRC 5024 pursuant to Stipulation III of the Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92 (PRC 5024 MOU).

Enclosed you will find a Historic Property Survey Report (HPSR) for the proposed undertaking. The HPSR is intended to fulfill three of Caltrans' responsibilities under Section 106 of the National Historic Preservation Act: determination of the Area of Potential Effects (APE); identification of potential historic properties located within the undertaking's APE; and evaluation of potential historic properties for eligibility to the National Register of Historic Places (National Register). Under the PA, Caltrans is responsible for ensuring the appropriateness of the APE (Stipulation VIII.A) and the adequacy of historic property identification efforts (Stipulation VIII.B). We are consulting with you at the present time under Stipulation VIII.C.6 of the PA, which requires concurrence with Caltrans' determinations of eligibility for potential historic properties.

Caltrans, in cooperation with the San Bernardino Associated Governments (SANBAG), proposes to add freeway lanes through all or a portion of the 33-mile stretch of Interstate 10 (I-10) from the Los Angeles/San Bernardino county line to Ford Street in Redlands, San Bernardino County. Project features include: acquisition of right-of-way (ROW); temporary construction and permanent easements; modification to or replacement of bridges; interchange improvements; local street improvements in conjunction with interchange improvements; major drainage and flood control facilities; water quality/erosion control; landscaping; ramp metering; toll debiting stations; soundwalls, retaining walls, concrete barriers; installation of paving; relocation of utilities; grading; staging areas; restriping; and placement of advance signage.

Consultation and identification efforts resulted in the identification of sixty-seven (67) cultural resources within the APE for the proposed project that either have been previously determined NRHP eligible or required NRHP evaluation, as follows:

Caltrans has determined that the following properties within the APE were previously listed or determined eligible for inclusion in the NRHP and that determination is still valid:

Name	Address/Location	Community	OHP Status Codes	Map Reference No.	Date
Euclid Avenue/SR-83 (36-015982)	Euclid Ave.	Upland/Ontario	18	Map Reference No. 1a	1977/2000
Mill Creek Zanja (CA-SBR-8092H)	Address restricted	Redlands	18	Map Reference No. 48	1977

Caltrans has determined that the following properties within the APE are eligible for inclusion in the NRHP:

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
1055 E. Highland Ave.	1055 E. Highland Ave.	Redlands	2S2	Map Reference No. 66
The Peppers/El Carmelo (36-016795)	926 E. Highland Ave.	Redlands	2S4	Map Reference No. 67

Caltrans has determined that the following properties within the APE are not eligible for inclusion in the NRHP:

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
1531 N. Euclid Ave.\The Metcalfe & Bundgard House	1531 N. Euclid Ave.	Ontario	5B	Map Reference No. 2
1540 N. Euclid Ave.\The Arthur E. Wilson House	1540 N. Euclid Ave.	Ontario	5B	Map Reference No. 3
1524 N. Euclid Ave.\The James B. Martz House	1524 N. Euclid Ave.	Ontario	5B	Map Reference No. 4
250 E. 7th St.	250 E. 7th St.	Upland	6Z	Map Reference No. 5
265 E. 7th St.	265 E. 7th St.	Upland	6Z	Map Reference No. 6
749 Sycamore Ct.	749 Sycamore Ct.	Upland	6Z	Map Reference No. 7
947 E. 6th St.	947 E. 6th St.	Ontario	6Z	Map Reference No. 8
1024 E. 6th St.	1024 E. 6th St.	Ontario	6Z	Map Reference No. 9
1128 E. 5th St.	1128 E. 5th St.	Ontario	6Z	Map Reference No. 10
Halgren's Chocolate	1204 N. Grove Ave.	Ontario	6Z	Map Reference No. 11
Union Carbide Industrial Gasses Inc.	10829 Etiwanda Ave,	Fontana	6Z	Map Reference No. 12

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
16454 Washington Dr.	16454 Washington Dr.	Fontana	6Z	Map Reference No. 13
16470 Washington Dr.	16470 Washington Dr.	Fontana	6Z	Map Reference No. 14
16592 Washington Dr.	16592 Washington Dr.	Fontana	6Z	Map Reference No. 15
18029 Taylor Ave.	18029 Taylor Ave.	Bloomington	6Z	Map Reference No. 16
18083 Taylor Ave.	18083 Taylor Ave.	Bloomington	6Z	Map Reference No. 17
10176 Orchard St./Bloomington Garage and LaGue Residence (CA-SBR- 8542H; P755)	10176 Orchard St.	Bloomington	6Z	Map Reference No. 18
18661 Orange St.	18661 Orange St.	Bloomington	6Z	Map Reference No. 19
10156 Church St.	10156 Church St.	Bloomington	6Z	Map Reference No. 20
1785 S. Sycamore Ave.	1785 S Sycamore Ave.	Rialto	6Z	Map Reference No. 21
Entenmanns's- Orowheat Bakery Outlet	20213 Valley Blvd.	Rialto	6Z	Map Reference No. 22
885 W. Valley Blvd.	885 W. Valley Blvd.	Colton	6Z	Map Reference No. 23
110 N 4th St.	110 N 4th St.	Colton	6Z	Map Reference No. 24
188 E Valley Blvd.	188 E Valley Blvd.	Colton	6Z	Map Reference No. 25
444 E. Valley Blvd.	444 E. Valley Blvd.	Colton	6Z	Map Reference No. 26
2396 E. Steel Rd	2396 E Steel Rd.	Colton	6Z	Map Reference No. 27
428 E. Caroline St.	428 E. Caroline St.	San Bernardino	6Z	Map Reference No. 28
Mission Channel	N/A	San Bernardino/Loma Linda	6Z	Map Reference No. 30
25435 Redlands Blvd.	25435 Redlands Blvd.	Loma Linda	6Z	Map Reference No. 31
617 Texas St./ California National Guard	617 Texas St.	Redlands	6Z	Map Reference No. 32

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
715 W Colton Ave./ Covington Engineering	715 W Colton Ave.	Redlands	6Z	Map Reference No. 33
615 Lawton St.	615 Lawton St.	Redlands	6Z	Map Reference No. 34
503 W. Colton Ave.	503 W. Colton Ave.	Redlands	6Z	Map Reference No. 35
719 N Eureka St.	719 N Eureka St.	Redlands	6Z	Map Reference No. 36
201 W. Colton Ave.	201 W. Colton Ave.	Redlands	6Z	Map Reference No. 37
127 W. Colton Ave.	127 W. Colton Ave.	Redlands	6Z	Map Reference No. 38
Terrace Park	Between Colton and Terrace avenues, and Church and Sixth Street	Redlands	5S1	Map Reference No. 39
203 E. Colton Ave.	203 E. Colton Ave.	Redlands	6Z	Map Reference No. 40
211 E. Colton Ave.	211 E. Colton Ave.	Redlands	6Z	Map Reference No. 41
B.W. Cave Residence/322 The Terrace	322 The Terrace	Redlands	5S3	Map Reference No. 42
519 11th St.	619 11th St.	Redlands	6Z	Map Reference No. 43
745 E. Stuart Ave.	745 E. Stuart Ave.	Redlands	6Z	Map Reference No. 44
502 Church St./ Spiritual Freatment Center	602 Church St.	Redlands	6Z	Map Reference No. 45
522-524 Bonita Ave.	524 Bonita Ave.	Redlands	6Z	Map Reference No. 46
331 Sylvan Blvd.	831 Sylvan Blvd.	Redlands	6Z	Map Reference No. 47
911 E. Central Ave.	911 E. Central Ave.	Redlands	6Z	Map Reference No. 49
924 E. Central Ave.	924 E. Central Ave.	Redlands	6Z	Map Reference No. 50
215 N. University St.	215 N. University St.	Redlands	6Z	Map Reference No. 51
36 N. University St.	136 N. University St.	Redlands	6Z	Map Reference No. 52
30 N University St.	130 N University St.	Redlands	6Z	Map Reference No. 53

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
1106 E. Central Ave.	1106 E. Central Ave.	Redlands	6Z	Map Reference No. 54
507 University Pl.	507 University Pl.	Redlands	6Z	Map Reference No. 55
511 University Pl.	511 University Pl.	Redlands	6Z	Map Reference No. 56
514 University Pl.	514 University Pl.	Redlands	6Z	Map Reference No. 57
517 University Pl.	517 University Pl.	Redlands	6Z	Map Reference No. 58
524 University Pl.	524 University Pl.	Redlands	6Z	Map Reference No. 59
528 University Pl.	528 University Pl.	Redlands	6Z	Map Reference No. 60
532 University Pl.	532 University Pl.	Redlands	6Z	Map Reference No. 61
1001 E. Cypress Ave.	1001 Cypress Ave	Redlands	6Z	Map Reference No. 62
955 E. Cypress Ave.	955 E. Cypress Ave.	Redlands	6Z	Map Reference No. 63
945 E. Cypress Ave.	945 E. Cypress Ave.	Redlands	6Z	Map Reference No. 64
1131 E. Cypress Ave.	1131 E. Cypress Ave.	Redlands	6Z	Map Reference No. 65

The following archaeological site within the APE is considered eligible for inclusion in the NRHP for the purposes of this project only because it will be protected from any potential effects through the establishment of an Environmentally Sensitive Area (ESA) Action Plan, in accordance with Section 106 PA Stipulation VIII.C.3.

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
Curtis Homestead (CA- SBR-12989H; 36-014510)	Address restricted	Loma Linda	7R	Map Reference No. 29

Pursuant to Stipulation VIII.C.6 of the first amended Section 106 PA (January 2014), we request your concurrence on the above listed determinations of eligibility. In accordance with Section 106 Programmatic Agreement Stipulations IX.B and X, the Department will continue consultation with SHPO on the assessment of effects following concurrence on determinations of eligibility.

I-10 CIP April 3, 2015 Page 7

Caltrans has determined that the Euclid Avenue/SR-83 is a State-owned cultural resource within the APE that meets National Register of Historic Places and/or the California Historical Landmarks eligibility criteria. Pursuant to the PRC 5024 MOU Stipulation VIII.C.6, Caltrans requests SHPO's concurrence in this determination; pursuant to PRC 5024(d). Caltrans is concurrently complying with PRC 5024 pursuant to Stipulation III of the PRC 5024 MOU.

Section 106 activities also included extensive outreach to consulting and interested parties. Of the letters sent requesting information and participation in the Section 106 process, responses were received from the Redlands Conservancy, the City of Upland, and the City of Ontario. Caltrans, as Section 106 lead agency, responded to these parties by holding focus meetings with each group. (see HPSR Section 3). Copies of this HPSR and an explanation of the Department's findings to date will be sent to these three parties that expressed interest/concern for the undertaking. Caltrans will continue consultation with these parties during preparation of the Finding of Effect.

The following clarification is provided regarding Euclid Avenue, portions of which have several different statuses:

Euclid Avenue/SR-83, (36-015982; Map Reference No.1a) located in both the cities of Ontario and Upland, was determined eligible for the NRHP in 1977, with supplemental documentation prepared in 2000 (Caltrans) and Euclid Avenue was listed in the NRHP in 2005. This Historic Property would also be listed in the CRHR and be an Historical Resource per CEQA.

The portion of Euclid Avenue/SR-83 located in the City of Ontario (south of I-10) was recorded by the City of Ontario and listed as an Historic District under local ordinance in 2013. This historic district comprises approximately half of the NRHP-listed historic property. This historic district would also be an historical resource for the purposes of CEQA.

In addition, the portion of the NRHP-listed property located in Upland has been relinquished by Caltrans to the City of Upland. The portion of the property within the City of Ontario remains state-owned and is therefore a state-owned historical resource.

Caltrans did not include a separate evaluation of the local Ontario Euclid Avenue Historic because, aside from the differing boundaries cited above, the major difference between the NRHP Listed Historic Property and the local district is that the local district also includes several of the properties throughout the city that front on Euclid Avenue. These properties date from the 1880s to the 2000s (contributing and non-contributing) while the contributors date from 1887 to 1965. The original period of significance for NRHP-listed Euclid Avenue as a whole (1977, updated by Caltrans 2000) was 1882-86, 1888-95, 1895-1929, while the POS proposed by the Supplemental Listing Record for the NRHP-listed property (prepared by the City of Ontario in 2005) was proposed as 1882-1940. The City of Ontario local district does not specify a POS, but rather includes very broad array of properties that includes all the examples of development along Euclid Avenue that represent the various periods of the City's history rather than any specific historic context or a clear association with Euclid Avenue within its POS, other than the geographic association. A significant number of residence are outside the POS for NRHP-listed Euclid Avenue. The local district is more of an arbitrary grouping properties that extends over several neighborhoods that was intended to provide another layer of protection and administrative authority for the City under local ordinance.

I-10 CIP April 3, 2015 Page 8

Our approach was to accept the existence of the local District as a CEQA resource and to evaluate under NRHP criteria only those local district properties that were in our APE. Aside from the POS and context differences noted above, the majority of the local district is well outside out APE.

If you have any questions or comments regarding the proposed project, please feel free to contact Andrew Walters, Associate Environmental Planner (Architectural History) at (909) 383-2647 or by email at andrew_walters@dot.ca.gov.

Sincerely,

Gabrielle Duff

Environmental Branch Chief

Calmille on

Caltrans, District 8

Enclosure: Historic Property Survey Report for the Interstate 10 Corridor Project, San Bernardino and Los Angeles Counties, California (April 2015)

cc: Kelly Hobbs, Caltrans HQ

DEPARTMENT OF TRANSPORTATION

DISTRICT 8 ENVIRONMENTAL PLANNING (MS 825) 464 W. FOURTH STREET, 6TH FLOOR SAN BERNARDINO, CA 92401-1400 PHONE: (909) 383-6933

FAX: (909) 383-6494 TTY: (909) 383-6300



February 11, 2015

Dr. Carol Roland-Nawi State Historic Preservation Officer 1725 23rd Street, Suite 100 Sacramento, CA 95816

I-10 Corridor Improvement Project San Bernardino / Los Angeles Counties EA 0C250 / PN 0800000040

Attention: Natalie Lindquist

Re: Transmittal of Historic Property Survey Report /Determinations of Eligibility for the Interstate 10 Corridor Improvement Project, San Bernardino County

Dear Dr. Roland-Nawi:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is initiating consultation with the State Historic Preservation Officer (SHPO) in regard to the proposed Interstate 10 Corridor Improvement Project in San Bernardino and Los Angeles Counties. This consultation is undertaken in accordance with the January 1, 2014 First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation (Section 106 PA). Caltrans is concurrently complying with PRC 5024 pursuant to Stipulation III of the Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92 (PRC 5024 MOU).

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The Peppers/El Carmelo (36-016795)	926 E. Highland Ave.	Redlands	284	Map Reference No. 67

Caltrans has determined that the following properties within the APE are not eligible for inclusion in the NRHP:

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1524 N. Euclid Ave.\The James B. Martz House	1524 N. Euclid Ave.	Ontario	5B	Map Reference No. 4
250 E. 7th St.	250 E. 7th St.	Upland	6Z	Map Reference No. 5
265 E. 7th St.	265 E. 7th St.	Upland	6Z	Map Reference No. 6
749 Sycamore Ct.	749 Sycamore Ct.	Upland	6Z	Map Reference No. 7
947 E. 6th St.	947 E. 6th St.	Ontario	6Z	Map Reference No. 8
1024 E. 6th St.	1024 E. 6th St.	Ontario	6Z	Map Reference No. 9
1128 E. 5th St.	1128 E. 5th St.	Ontario	6Z	Map Reference No. 10
Halgren's Chocolate	1204 N. Grove Ave.	Ontario	6Z	Map Reference No. 11
Union Carbide Industrial Gasses Inc.	10829 Etiwanda Ave.	Fontana	6Z	Map Reference No. 12
16454 Washington Dr.	16454 Washington Dr.	Fontana	6Z	Map Reference No. 13
16470 Washington Dr.	16470 Washington Dr.	Fontana	6Z	Map Reference No. 14
16592 Washington Dr.	16592 Washington Dr.	Fontana	6Z	Map Reference No. 15
18029 Taylor Ave.	18029 Taylor Ave.	Bloomington	6Z	Map Reference No. 16
18083 Taylor Ave.	18083 Taylor Ave.	Bloomington	6Z	Map Reference No. 17
10176 Orchard St./Bloomington Garage and LaGue Residence (CA-SBR- 8542H; P755)	10176 Orchard St.	Bloomington	6Z	Map Reference No. 18
18661 Orange St.	18661 Orange St.	Bloomington	6Z	Map Reference No. 19
10156 Church St.	10156 Church St.	Bloomington	6Z	Map Reference No. 20

Name	Address/Location	Community	OHP Status Codes	Map Reference No.	
1785 S. Sycamore Ave.	1785 S Sycamore Ave.	Rialto	6Z	Map Reference No. 21	
Entenmanns's- Orowheat Bakery Outlet	20213 Valley Blvd.	Rialto	6Z	Map Reference No. 22	
885 W. Valley Blvd.	885 W. Valley Blvd.	Colton	6Z	Map Reference No. 23	
110 N 4th St.	110 N 4th St.	Colton	6Z	Map Reference No. 24	
188 E Valley Blvd.	188 E Valley Blvd.	Colton	6Z	Map Reference No. 25	
444 E. Valley Blvd.	444 E. Valley Blvd.	Colton	6Z	Map Reference No. 26	
2396 E. Steel Rd	2396 E Steel Rd.	Colton	6Z	Map Reference No. 27	
428 E. Caroline St.	e St. 428 E. Caroline St. San Bernardino		6Z	Map Reference No. 28	
Mission Channel	N/A	San Bernardino/Loma Linda	6Z	Map Reference No. 30	
25435 Redlands Blvd.	25435 Redlands Blvd.	Loma Linda	6Z	Map Reference No. 31	
617 Texas St./ California National Guard	617 Texas St.	Redlands	6Z	Map Reference No. 32	
715 W Colton Ave./ Covington Engineering	715 W Colton Ave.	Redlands	6Z	Map Reference No. 33	
615 Lawton St.	615 Lawton St.	Redlands	6Z	Map Reference No. 34	
503 W. Colton Ave.	503 W. Colton Ave.	Redlands	6Z	Map Reference No. 35	
719 N Eureka St.	719 N Eureka St.	Redlands	6Z	Map Reference No. 36	
201 W. Colton Ave.	201 W. Colton Ave.	Redlands	6Z	Map Reference No. 37	
127 W. Colton Ave.	127 W. Colton Ave.	Redlands	6Z	Map Reference No. 38	
Terrace Park	Between Colton and Terrace avenues, and Church and Sixth Street	Redlands	5S1	Map Reference No. 39	
203 E. Colton Ave.	203 E. Colton Ave.	Redlands	6Z	Map Reference No. 40	
211 E. Colton Ave.	211 E. Colton Ave.	Redlands	6Z	Map Reference No. 41	

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
B.W. Cave Residence/322 The Terrace	322 The Terrace	Redlands	5S3	Map Reference No. 42
619 11th St.	619 11th St.	Redlands	6Z	Map Reference No. 43
745 E. Stuart Ave.	745 E. Stuart Ave.	Redlands	6Z	Map Reference No. 44
602 Church St./ Spiritual Treatment Center	602 Church St.	Redlands	6Z	Map Reference No. 45
522-524 Bonita Ave.	524 Bonita Ave.	Redlands	6Z	Map Reference No. 46
831 Sylvan Blvd.	831 Sylvan Blvd.	Redlands	6Z	Map Reference No. 47
911 E. Central Ave.	911 E. Central Ave.	Redlands	6Z	Map Reference No. 49
924 E. Central Ave.	924 E. Central Ave.	Redlands	6Z	Map Reference No. 50
215 N. University St.	215 N. University St.	Redlands	6Z	Map Reference No. 51
136 N. University St.	136 N. University St.	Redlands	6Z	Map Reference No. 52
130 N University St.	130 N University St.	Redlands	6Z	Map Reference No. 53
1106 E. Central Ave.	1106 E. Central Ave.	Redlands	6Z	Map Reference No. 54
507 University Pl.	507 University Pl.	Redlands	6Z	Map Reference No. 55
511 University Pl.	511 University Pl.	Redlands	6Z	Map Reference No. 56
514 University Pl.	514 University Pl.	Redlands	6Z	Map Reference No. 57
517 University Pl.	517 University Pl.	Redlands	6Z	Map Reference No. 58
524 University Pl.	524 University Pl.	Redlands	6Z	Map Reference No. 59
528 University Pl.	528 University Pl.	Redlands	6Z	Map Reference No. 60
532 University Pl.	532 University Pl.	Redlands	6Z	Map Reference No. 61
1001 E. Cypress Ave.	1001 Cypress Ave	Redlands	6Z	Map Reference No. 62
955 E. Cypress Ave.	955 E. Cypress Ave.	Redlands	6Z	Map Reference No. 63

Name	Address/Location	Community	OHP Status Codes	Map Reference No.	
945 E. Cypress Ave. 945 E. Cypress Ave.		Redlands	6Z	Map Reference No. 64	
1131 E. Cypress Ave.	1131 E. Cypress Ave.	Redlands	6Z	Map Reference No. 65	

Pursuant to Stipulation VIII.C.6 of the first amended Section 106 PA (January 2014), we request your concurrence on the above listed determinations of eligibility. In accordance with Section 106 Programmatic Agreement Stipulations IX.B and X, the Department will continue consultation with SHPO on the assessment of effects.

The following archaeological site within the APE is considered eligible for inclusion in the NRHP for the purposes of this project only because it will be protected from any potential effects through the establishment of an Environmentally Sensitive Area (ESA) Action Plan, in accordance with Section 106 PA Stipulation VIII.C.3.

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
Curtis Homestead (CA- SBR-12989H; 36-014510)	Address restricted	Loma Linda	7R	Map Reference No. 29

Pursuant to Stipulation X.B.1(a) of the Section 106 PA, Caltrans District 8 is consulting with the Cultural Studies Office (CSO) regarding a finding of No Adverse Effect-Standard Conditions (NAE-SC) for the Curtis Homestead (CA-SBR-12989H), and is hereby notifying CSO of this finding.

Caltrans has determined that the Euclid Avenue/SR-83 is a State-owned cultural resource within the APE that meets National Register of Historic Places and/or the California Historical Landmarks eligibility criteria. Pursuant to the PRC 5024 MOU Stipulation VIII.C.6, Caltrans requests SHPO's concurrence in this determination; pursuant to PRC 5024(d). Caltrans is concurrently complying with PRC 5024 pursuant to Stipulation III of the PRC 5024 MOU.

Section 106 activities also included extensive outreach to consulting and interested parties. Of the letters sent requesting information and participation in the Section 106 process, responses were received from the Redlands Conservancy, the City of Upland, and the City of Ontario. Caltrans, as Section 106 lead agency, responded to these parties by holding focus meetings with each group. (see HPSR Section 3). Copies of this HPSR and an explanation of the Department's findings to date will be sent to these three parties that expressed interest/concern for the undertaking. Caltrans will continue consultation with these parties during preparation of the Finding of Effect.

I-10 CIP February 11, 2015 Page 7

We look forward to receiving your response within thirty (30) days of your receipt of this submittal, in accordance with Stipulation VIII.C.6 of the Section 106 PA. If you have any questions or comments regarding the proposed project, please feel free to contact Andrew Walters, Associate Environmental Planner (Architectural History) at (909) 383-2647 or by email at andrew_walters@dot.ca.gov.

Sincerely,

Gabrielle Duff

Environmental Branch Chief

Caltrans, District 8

Enclosure: Historic Property Survey Report for the Interstate 10 Corridor Project, San Bernardino and Los Angeles Counties, California (February 2015)

cc: Kelly Hobbs, Caltrans HQ

INTERESTED PARTY/CONSULTING PARTY CONSULTATION



100 West Walnut Street • Pasadena, California 91124 • (626) 440-6100 • Fax: (626) 440-6155 • www.parsons.com

May 15, 2008

San Bernardino County Planning Department 385 North Arrowhead Avenue San Bernardino, CA 92415-0181

RE: Interstate 10 HOV Lane Addition Project

Dear Sir or Madam:

The California Department of Transportation (Caltrans) on behalf of the Federal Highway Administration (FHWA), the San Bernardino Associated Governments (SANBAG), and the Cities of Ontario, Fontana, Rialto, Colton, San Bernardino, Loma Linda and Redlands, propose to construct a High Occupancy Vehicle (HOV) Lane on Interstate 10 (I-10) between Haven Avenue in the City of Ontario and Ford Street in the City of Redlands. The proposed project will consist of widening existing roadbeds and undercrossings, reconstruction of several overcrossings, realignment of on/off ramps, auxiliary lanes, and drainage improvements. The total project length is approximately 25 miles. The project location map is enclosed for your reference.

The project team is currently conducting environmental studies for the proposed project in accordance with applicable state and federal law, and is making every effort to be responsible stewards of potential historic resources within the project area. The purpose of this letter is to request your input regarding potential or designated historical resources, properties listed in or eligible for the National Register of Historic Places, the California Register of Historical Resources, or other cultural resources in the project area that have the potential be affected by the proposed project. Please notify us in writing if you have information, comments, or concerns regarding potential or identified historical resources in the project study area by no later than close of business on July 31, 2008. If we do not hear from you, your agency or organization, we will assume that you have no comments. Please contact me with any applicable information at:

carrie.chasteen@parsons.com

• 100 West Walnut Street, B2, Pasadena, CA 91124

Thank you in advance for cooperation and participation.

Sincerely,

Paris Chattoe
Carrie Chasteen

Senior Architectural Historian

Attachment: Project location map

CITY OF

303 EAST "B" STREET, CIVIC CENTER



ONTARIO

CALIFORNIA 91764-4105

(909) 395-2000 FAX (909) 395-2070

PAUL S. LEON MAYOR

JASON ANDERSON MAYOR PRO TEM

June 6, 2008

CITY MANAGER

MARY E. WIRTES, MMC
CITY CLERK

GREGORY C. DEVEREAUX

ALAN D. WAPNER SHEILA MAUTZ JIM W. BOWMAN COUNCIL MEMBERS

JAMES R. MILHISER TREASURER

Carrie Chasteen, Sr. Architectural Historian Parsons 100 West Walnut Street Pasadena, CA 91124

RE: Interstate 10 HOV Lane Addition Project

Dear Ms. Chasteen:

The City Of Ontario appreciates your request for comments in regards to potential historic or cultural resources located along the I-10 corridor. It does appear that there are historic resources located within the identified proposed project area. The Guasti Mansion and other Guasti winery related structures and buildings located on the site have been determined to be eligible for listing on the National Register of Historic Places. The San Bernardino County assessor parcel number for this site is #0210192110000.

We request a copy of the draft environmental studies once they are made available.

Thank you for the opportunity to comment on the proposed I-10 HOV lane addition project. If you should have any additional questions, please contact Diane Ayala at (909) 395-2428.

Sincerely,

Planning Director

cc: Otto Kroutil, Community Development Director

Chasteen, Carrie

From: JUDITH ROBERTS [2jlroberts@prodigy.net]

Sent: Saturday, June 07, 2008 9:16 PM

To: Chasteen, Carrie

Subject: HOV Lane on Interstate 10

To: Carrie Chasteen, Parsons

From: Judy Roberts, Secretary, Rialto Historical Society

RE: HOV Lane on Interstate 10

Ms. Chasteen,

I drove the entire area, both north and south of Interstate 10 in Rialto and there are no designated or potential historical properties along the proposed route of the HOV.

We also checked historical resources and found no properties listed in the affected areas.

We hope this information satisfies your inquiry.

If additional information is needed or you have questions, please contact the Rialto Historical Society president, Jean Randall, at 909-875-1750.

Thank you,

Judy Roberts Secretary Rialto Historical Society

Chasteen, Carrie

From: Deborah Woldruff [dwoldruff@lomalinda-ca.gov]

Sent: Thursday, July 31, 2008 8:43 AM

To: Chasteen, Carrie

Subject: City of Loma Linda Response to May 15, 2008 Letter on I-10 HOV Lane Addition Project

Attachments: CChasteen HOV Ltr 07-30-08a.pdf; I-10 HOV LL Hist Res 07-30-08.pdf

Dear Ms. Chasteen:

Thank you for the opportunity to review the above project for impacts to potential historic resources in Loma Linda along the corridor. The City's response letter and a map showing the general location of potential resources are attached. A hardcopy of the letter and attachment will also be mailed to you for file.

Please feel free to contact me if you have any questions or require further information about the properties in question. My contact information is listed below.

Sincerely,
Deborah Woldruff, AICP, Director
City of Loma Linda
Community Development Department
25541 Barton Road
Loma Linda, CA 92354
(909) 799-2830 main
(909) 799-2831 direct
(909) 799-2894 fax
email - dwoldruff@lomalinda-ca.gov
website - www.lomalinda-ca.gov

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City Of Loma Linda

25541 Barton Road, Loma Linda, California 92354-3160 • (909) 799-2830 • FAX (909) 799-2894

From The Department Of Community Development

July 30, 2008

Ms. Carrie Chasteen, Senior Architectural Historian PARSONS 100 West Walnut Street Pasadena. California 91124

RE: INTERSTATE 10 HOV LANE ADDITION PROJECT - CITY OF LOMA LINDA RESPONSE

Dear Ms. Chasteen:

This letter is in response to your letter of May 15, 2008 regarding potential historic resources within the project area (referenced above). The City of Loma Linda Historical Commission reviewed your letter on June 2, 2008 and identified five properties in the study area that may have historical significance or sensitivity. The properties are listed below and are shown on the attached map:

- Entrance to the former Tri-City Airport (actually in City of San Bernardino)
- Lubinsky Property (structures, cacti and other plant materials)
- Adobe on Mountain View Avenue
- Tri-City Theater property
- Mission Creek Channel as it goes under the Freeway

Please feel free to contact me at (909) 799-2831 if you have any questions about these properties or require additional information.

Sincerely,

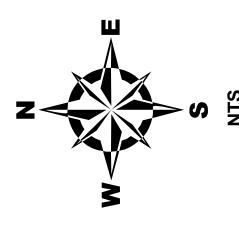
Deboral Woldruff
Deborah Woldruff, AICP

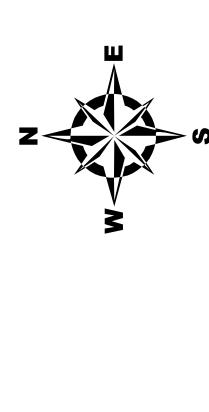
Director

Attachment: Loma Linda Map of Potential Resources

cc: James Shipp, Chair, Loma Linda Historical Commission

I:\HistoricCom (HC)\Correspondence\CChasteen HOV Ltr 07-30-08.doc





AREAS OF HISTORCAL

Legend





Chasteen, Carrie

From: Cecilia Barrajas [CBarrajas@ci.colton.ca.us]

Sent: Thursday, July 10, 2008 5:23 PM

To: Chasteen, Carrie

Subject: FW: HOV Lane Addition Project

Hello Carrie,

My name is Cecilia Barrajas, I am the designated staff for Historical Preservation Commission for the City of Colton.

I have been asked to contact you regarding your letter received in our office for the Proposed Interstate 10 HOV Lane Addition that would affect our City. The letter request the Cities input regarding potential or designated historical resoures that may be affected by this project. The Historic Commission reviewed the maps that were attached to your letter. They are requesting with greater detail a map of our city with the proposed HOV lane.

The Commission is concerned with any designated Historical Resources that would be affected by the proposed project.

The Commission is questioning which structures or Historical Resources will be affected by the proposed project and if any historical designated resources are in fact located within the area being considered would they need to be relocated or demolished? And lastly are you aware of any funding sources if so you may contact me at cbarrajas@ci.colton.ca.us

I look forward to hearing from you.

Sincerely,

Cecilia Barrajas City of Colton Planning/Building Technician 909-370-5081

Chasteen, Carrie

From: Chasteen, Carrie

Sent: Wednesday, August 13, 2008 7:48 AM

To: 'Cecilia Barrajas'
Cc: Melocoton, Paul

Subject: RE: HOV Lane Addition Project

Attachments: Sheet15_CC.pdf; Sheet11_CC.pdf; Sheet12_CC.pdf; Sheet13_CC.pdf; Sheet14_CC.pdf

Cecilia,

My apologies for the delay in responding to your request for additional information. Attached are the Draft Area of Potential Effects (APE) maps for this project within the Colton city boundaries. Please note: Caltrans has not reviewed nor approved these maps and they are subject to revision. However, the maps should sufficiently answer your questions. The pink line on the map indicates areas were easements would occur. The easements would result in sliver takes, and it is not anticipated any buildings would require acquisition, relocation, or demolition. The blue lines indicate the approximate location of proposed noisewalls. Areas where potential visual impacts could occur as a result of the construction of the proposed noisewalls were included within the APE. The following I-10 bridges would be reconstructed as a result of this project: Pepper Ave, Slover Mountain UP (over the existing rail line), 6th St., La Cadena, 9th St, and Mt Vernon Ave. The Caltrans historic bridge inventory lists these bridges as Category 5, or "Not eligible for NRHP." The project is being funded with state/federal funds; therefore, the project is subject to both Section 106 of the National Historic Preservation Act and CEQA.

Please feel free to ask any additional questions.

Thank you, Carrie

Carrie Chasteen, M.S. Senior Architectural Historian

PARSONS

100 West Walnut Street, B2 Pasadena, CA 91124 Tel: 626-440-2461; Fax 626-440-6155

E-mail: carrie.chasteen@parsons.com

From: Cecilia Barrajas [mailto:CBarrajas@ci.colton.ca.us]

Sent: Thursday, July 10, 2008 5:23 PM

To: Chasteen, Carrie

Subject: FW: HOV Lane Addition Project

Hello Carrie,

My name is Cecilia Barrajas, I am the designated staff for Historical Preservation Commission for the City of Colton.

I have been asked to contact you regarding your letter received in our office for the Proposed Interstate 10 HOV Lane Addition that would affect our City. The letter request the Cities input regarding potential or designated historical resoures that may be affected by this project. The Historic Commission reviewed the maps that were attached to your letter. They are requesting with greater detail a map of our city with the proposed HOV lane.

The Commission is concerned with any designated Historical Resources that would be affected by the proposed project.

The Commission is questioning which structures or Historical Resources will be affected by the proposed project and if any historical designated resources are in fact located within the area being considered would they need to be relocated or demolished? And lastly are you aware of any funding sources if so you may contact me at cbarrajas@ci.colton.ca.us

I look forward to hearing from you.

Sincerely,

Cecilia Barrajas City of Colton Planning/Building Technician 909-370-5081





July 7, 2014

Oscar W. Orci Development Service Director City of Redlands 210 E. Citrus Ave., P.O. Box 3005, Redlands, CA 92373

Dear Mr. Orci:

The San Bernardino Associated Governments (SANBAG), in cooperation with Caltrans and FHWA, proposes to improve the Interstate 10 (I-10) corridor. The I-10 Corridor Project consists of adding lane(s) and providing improvements along all or a portion of the existing 35-mile stretch of I-10 from approximately 2 miles west of the Los Angeles/San Bernardino county line in the City of Pomona to Ford Street in the City of Redlands. The I-10 Corridor Project considers one "no build" alternative, and two "build" alternatives to address existing and future projected traffic demands.

Applied EarthWorks, Inc. (Æ) is working with SANBAG and Caltrans to complete the cultural resources studies for the project, pursuant to Section 106 of the National Historic Preservation Act (NHPA), its implementing regulations found at 36 CFR 800, the California Environmental Quality Act (CEQA), and the recently revised Caltrans (2014) Standard Environmental Handbook (Volume 2), Cultural Resources. The cultural resources identification effort will include background research; archaeological and architectural survey within the Area of Potential Effects (APE); building assessments by a qualified architectural historian; and preparation of reports.

The views of the public are essential to informed federal decision-making pursuant to 36CFR800.3(e). The purpose of this letter is to request your input regarding potential or designated historical resources, properties listed in or eligible for the National Register of Historic Places, the California Register of Historical Resources, or other cultural resources in the project area that have the potential to be affected by the proposed project. Please notify us in writing if you have information, comments, or concerns regarding potential or identified historical resources in the project study area. If you wish, your comments can be mailed to the above address, emailed to cchasteen@appliedearthworks.com, or faxed (626/204-5590) directly to me.

If you have any questions please feel free to contact me at 626/578-0119 x112. Sincerely,

Carrie Chasteen Senior Architectural Historian

Attachment: Project Location Map

Mailing List

Local Government Agencies

City of Redlands Planning Division/Historic Preservation 35 Cajon Street Redlands, CA 92373

City of Loma Linda Planning Division 25541 Barton Road Loma Linda, CA 92354

City of San Bernardino Community Development 300 N. "D" Street, 3rd Floor San Bernardino, CA 92418

County of San Bernardino Planning 385 N. Arrowhead Ave. San Bernardino, CA 92415

City of Colton Planning Division 659 N La Cadena Drive Colton, CA 92324

City of Rialto Planning Department 150 S. Palm Ave. Rialto, CA 92376

City of Fontana Planning Department 8353 Sierra Ave. Fontana, CA 92335

City of Rancho Cucamonga Planning Department 10500 Civic Center Drive Rancho Cucamonga, CA 91730

City of Ontario Planning Department 303 East "B" Street Ontario, CA 91764 City of Upland
Development Services Department
460 N. Euclid Avenue
Upland, CA 91786

City of Montclair Community Development Department 5111 Benito Street Montclair, CA 91763

City of Pomona Community Development Department 505 South Garey Avenue Pomona, CA 91766

City of Claremont Community Development Department 207 Harvard Avenue Claremont, CA 9171

Local Historical Societies

Redlands Area Historical Society P.O. Box 8775 Redlands, CA 92375-1975

San Bernardino Historical Society PO Box 875 San Bernardino, CA 92402

Colton Area Museum PO Box 1648 Colton, CA 92324

Rialto Historical Society 201-205 N. Riverside Ave. Rialto, CA 92376

Fontana Historical Society 16830 Spring Street Fontana, CA 92335

Chaffey-Garcia House/Museum 7150 Etiwanda Avenue Rancho Cucamonga, CA 91739 Ontario Heritage PO Box 1 Ontario, CA 91762

Cooper Regional History Museum 217 E A St Upland, CA 91786

Upland Heritage P.O. Box 1828 Upland, CA 91785

The Historical Society of Pomona Valley 585 East Holt Avenue Pomona, CA 91767

Claremont Heritage P.O. Box 742 Claremont CA 91711

Redlands Conservancy PO Box 855 Redlands, CA 92373

From: Todaro, Ryan

Sent: Thursday, June 12, 2014 9:54 AM

To: Carrie Chasteen

Subject: FW: I-10 Corridor Project Euclid Ave. Coordination Meeting Minutes

FYI

Ryan Todaro Principal Environmental Planner

PARSONS

2201 Dupont Drive, Suite 200 Irvine, California 92612 Phone (949) 333-4465 Fax (949) 263-1225 ryan.todaro@parsons.com www.parsons.com



From: Scott Murphy [mailto:smurphy@ci.ontario.ca.us]

Sent: Wednesday, June 11, 2014 6:22 PM

To: Todaro, Ryan

Subject: RE: I-10 Corridor Project Euclid Ave. Coordination Meeting Minutes

Ryan,

Thank you for your patience. After speaking with the various staff members, the City of Ontario has concluded that Option 4 (dated 5/2/14) is the option preferred by the City. While it has potentially the greatest impacts to the median, it does not touch the Euclid parkway area and it provides a better level of service for the affected intersections.

Please feel free to call or e-mail me if you have any questions.

Thanks,

Scott Murphy, AICP

Planning Director Direct: (909) 395-2419

From: Todaro, Ryan [mailto:Ryan.Todaro@parsons.com]

Sent: Thursday, June 05, 2014 3:19 PM

To: Scott Murphy

Subject: RE: I-10 Corridor Project Euclid Ave. Coordination Meeting Minutes

Hi Scott,

Just following up. Any update on comments from the City?

Thanks

Ryan Todaro Principal Environmental Planner

PARSONS

2201 Dupont Drive, Suite 200 Irvine, California 92612 Phone (949) 333-4465 Fax (949) 263-1225 ryan.todaro@parsons.com www.parsons.com



From: Scott Murphy [mailto:smurphy@ci.ontario.ca.us]

Sent: Thursday, May 08, 2014 8:01 AM

To: Todaro, Ryan **Cc:** Chad Costello

Subject: RE: I-10 Corridor Project Euclid Ave. Coordination Meeting Minutes

Ryan,

Thanks for the plans. What is your timing on comments? I know briefing the City Manager will be challenging given his schedule. I'm anticipating it taking a couple of weeks for our review and comments. Does that work?

Thanks,

Scott Murphy, AICP

Planning Director Direct: (909) 395-2419

From: Todaro, Ryan [mailto:Ryan.Todaro@parsons.com]

Sent: Wednesday, May 07, 2014 3:59 PM

To: Scott Murphy Cc: Chad Costello

Subject: RE: I-10 Corridor Project Euclid Ave. Coordination Meeting Minutes

Good afternoon Scott,

Thanks for meeting with our project team regarding Euclid Ave. As promised, please see the attached options for improvements to Euclid Ave, which were presented during our meeting.

As was agreed upon at our meeting, Options 1 and 2 will not be evaluated further due to ROW impacts and impacts to contributing features of the City of Ontario's local historical district, including the parkway and residence, but I have included them to show our progression.

Options 3 and 4 are the options that the project team will be evaluating further and would like the City's input on. As was requested by the City during our meeting, Options 3 and 4 have been updated with quantified impacts to trees, median, and stone curb.

We look forward to receiving the City's comments regarding Options 3 and 4.

Thanks,

Ryan Todaro Principal Environmental Planner

PARSONS

2201 Dupont Drive, Suite 200 Irvine, California 92612 Phone (949) 333-4465 Fax (949) 263-1225 ryan.todaro@parsons.com www.parsons.com



From: Diane Ayala [mailto:dayala@ci.ontario.ca.us]

Sent: Wednesday, May 07, 2014 3:27 PM

To: Todaro, Ryan; Cathy D. Wahlstrom; Carolyn Bell; Carrie Chasteen; Lormand, Jeff R; Scott Murphy; Julie Vandermost;

Walters, Andrew M@DOT; Chad Costello; Jay Bautista; Wagner, Daniel **Subject:** RE: I-10 Corridor Project Euclid Ave. Coordination Meeting Minutes

Ryan,

Thanks for providing an opportunity to comment on meeting minutes. I would like to add one additional "action" note. Once the Planning Dept. receives the new Option 3 and 4 plans from Parsons, City staff will provide comments on project impacts to trees, median, and stone curb and recommend mitigations measures.

Thanks, Diane

Diane Ayala Senior Planner City of Ontario 303 East B Street Ontario, CA 91764 (909) 395-2428

From: Todaro, Ryan [mailto:Ryan.Todaro@parsons.com]

Sent: Wednesday, May 07, 2014 3:02 PM

To: Cathy D. Wahlstrom; Carolyn Bell; Diane Ayala; Carrie Chasteen; Lormand, Jeff R; Scott Murphy; Julie Vandermost;

Walters, Andrew M@DOT; Chad Costello; Jay Bautista; Wagner, Daniel **Subject:** I-10 Corridor Project Euclid Ave. Coordination Meeting Minutes

Good afternoon everyone,

Attached are the draft minutes from the I-10 Corridor Project Euclid Avenue Coordination Meeting held on 4.17.14. Please review and let me know if you have any comments/edits by Monday, May 12th. Otherwise, I'll consider them final and add to the project file.

It was a very productive meeting, so thank you all for attending!

Thanks,

Ryan Todaro Principal Environmental Planner

PARSONS

2201 Dupont Drive, Suite 200 Irvine, California 92612 Phone (949) 333-4465 Fax (949) 263-1225 ryan.todaro@parsons.com www.parsons.com





DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
Telephone (909) 931-4130
Facsimile (909) 931-4321

June 17, 2014

Carrie Chasteen
Senior Architectural Historian
Applied Earthworks, Inc.
133 N. San Gabriel Boulevard, Suite 201
Pasadena, California 91107

SUBJECT: COMMENTS ON I-10 CORRIDOR PROJECT

Dear Ms. Chasten:

Thank you for the opportunity to offer comments and concerns regarding cultural resources in the project area of the I-10 Corridor Project that is proposed by San Bernardino County Association of Governments (SANBAG), Caltrans, and the Federal Highway Administration (FHWA).

As shown in the preliminary plans that were provided at the meeting held at the City of Upland Public Works Department on May 6, 2014, the Euclid overpass at the I-10 and some of the associated ramps may need to be demolished and reconfigured. As discussed at the meeting, you are seeking preliminary comments in order to refine the project design and assess the potential impacts as they relate specifically to Euclid Avenue. As such, the Development Services Department and Public Works Department offer the following comments:

- Within the City of Upland's boundaries, Euclid Avenue is a tree-lined, four-lane divided highway with an average width of 200 feet that extends from the northern to the southern City boundaries. Because of its association with the Chaffey brothers, the Ontario Model Colony, age (established 1882), and design and visual interest, Euclid Avenue is considered a local, State, and nationally recognized cultural resource. In addition, the City has designated Euclid Avenue as a scenic resource and has established the Euclid Avenue Scenic Overlay Zone, which pertains to the area within 250 feet of the center line of Euclid Avenue between the north and south city limits.
- Although the existing bridge structure has been modified, the width of the Euclid Avenue median is considered a character-defining feature. Any potential reduction to the existing width of the median should be evaluated as a potentially significant impact.
- Rock curbs are considered cultural and aesthetic resources within the City of Upland and are a character-defining feature all along Euclid Avenue. The project design should incorporate the replacement of rock curbs.
- In the event that the bridge must be reconstructed, the City recommends that the design team explore the feasibility of adding parkway area and landscaping similar to the bridge structure over the I-210.

City of Upland

- In the event that the bridge and/or median must be modified and/or reconstructed, the City believes there is an opportunity to incorporate new landscaping and hardscape elements that would reflect the City's agricultural past, such as the following:
 - O Use of citrus and smaller decorative trees in an "allee" that replicates the tree pattern on Euclid Avenue.
 - O Use of rock cobble in the median and on and off-ramps where paving is desired (other than pedestrian pathways).
 - Use of lighting standards that match the historic twin nostalgic lighting along Euclid Avenue.
 - O Use of a decorative bridge design that reflects the history of Euclid Avenue or creates a sense of history that is appropriate for the project.
 - O Use of fencing on the bridge that complements the project design.
- Given the preliminary location for the west-bound on-ramp to the I-10 Freeway, it appears there will be an increase in traffic volume on east-bound 7th Street in the City of Upland. This potential increase should be studied in the environmental analysis. In addition, this increase in traffic volume will originate outside of the City of Upland. This volume increase will create additional unfunded roadway maintenance requirements on the part of the City of Upland. This obligation should be evaluated in the environmental documentation and discussed with the City of Upland.
- Given the preliminary location for the west-bound on-ramp to the I-10 Freeway and the potential vacation of State property (i.e., cloverleaf on-ramp) and the potential for development of the site, future access and potential signal requirements to the site from both eastbound and westbound 7th Street and northbound Euclid Avenue should be studied in the environmental document and incorporated into the project design.
- The City supports facilitating bicycle and pedestrian circulation across the bridge. Decorative paving should be considered for crosswalks and possible bicycle lanes for emphasis and aesthetics.
- We understand and support the preparation of an Environmental Impact Statement and Environmental Impact Report in accordance with federal and State requirements.
- Although a number of preliminary design options were provided for review, the City would like
 more detailed information regarding the project prior to selecting a preferred alternative or
 option. In addition, the City would like to participate in the design process for the bridge in
 conjunction with the City of Ontario.

If you have any questions, please call Karen Peterson, Planning Manager, at (909) 931-4327 or Bob Critchfield, Principal Engineer, at (909) 291-2946.

Sincerely.

Development Services Director

cc: Rosemary Hoernig, Public Works Director Bob Critchfield, Principal Engineer

From: Donn Grenda

Sent: Tuesday, June 24, 2014 5:42 PM cchasteen@appliedearthworks.com

Cc: Sherli Leonard

Subject: I-10 Corridor Project comments from Redlands Conservancy

Carrie,

Thank you for sending the maps and project description of the I-10 Corridor Project to the Redlands Conservancy. We are aware of many historical resources that are inside of and adjacent to the APE as shown. These include water control features such as the Mission-period Zanja and the Redlands Canal, the historical period water bottling/residential site of Crystal Springs which also has a potential Native American archaeological site under it, and a number of locally designated resources. Once it is complete, we would be happy to review the cultural resources identification reports (ASR, HRER and HPSR).

Feel free to contact Sherli Leonard, Executive Director of the Redlands Conservancy at (909) 389-7810 or me at (909) 335-1896 if you have any questions.

Sincerely,

Donn R. Grenda, Ph.D., RPA Vice President Redlands Conservancy



Carrie Chasteen <cchasteen@appliedearthworks.com>

RE: I-10 Corridor Project comments from Redlands Conservancy

Carrie Chasteen <cchasteen@appliedearthworks.com>

Fri, Sep 5, 2014 at 9:53 AM

To: Donn Grenda <a href="mailto:square-richar-steenard-seleonard-s

Cc: "Walters, Andrew M@DOT" <andrew.walters@dot.ca.gov>

Good morning,

As it has been 30 days, I wanted to check in with you regarding the status of additional comments, if any, that the Redlands Conservancy may be submitting in regard to this project.

Thank you,

Carrie

Carrie Chasteen | Applied EarthWorks, Inc. Senior Architectural Historian



133 N. San Gabriel Blvd., Suite 201 Pasadena, CA 91107 626-578-0119 x112 office

www.appliedearthworks.com

From: Donn Grenda [mailto:dgrenda@sricrm.com]

Sent: Tuesday, June 24, 2014 5:42 PM **To:** cchasteen@appliedearthworks.com

Cc: Sherli Leonard

Subject: I-10 Corridor Project comments from Redlands Conservancy

Carrie,

Thank you for sending the maps and project description of the I-10 Corridor Project to the Redlands Conservancy. We are aware of many historical resources that are inside of and adjacent to the APE as shown. These include water control features such as the Mission-period Zanja and the Redlands Canal, the historical

period water bottling/residential site of Crystal Springs which also has a potential Native American archaeological site under it, and a number of locally designated resources. Once it is complete, we would be happy to review the cultural resources identification reports (ASR, HRER and HPSR).

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Sincerely,

Donn R. Grenda, Ph.D., RPA

Vice President

Redlands Conservancy



Carrie Chasteen < cchasteen@appliedearthworks.com>

RE: I-10 Corridor Project comments from Redlands Conservancy

Donn Grenda <dgrenda@sricrm.com> To: Carrie Chasteen <cchasteen@appliedearthworks.com>, Sherli Leonard <sleonard3 "walters,="" <andrew.walters@dot.ca.gov="" andrew="" cc:="" m@dot"=""></sleonard3></cchasteen@appliedearthworks.com></dgrenda@sricrm.com>	Fri, Sep 5, 2014 at 11:08 AM 2@verizon.net>
Carrie,	
Thanks for letting us know. I think we expressed our concerns to be kept in the loop about the historic resources in the Redlands area. I appreciate the opportunity to part party to the process.	
Sherli may have additional comments.	
Thank you,	
Donn	
Donn R. Grenda, Ph.D., RPA Statistical Research, Inc.	

This communication is confidential and is intended only for the use of the individual or entity named above. If you have received this communication in error, please immediately destroy it and notify the sender by reply email or by telephone (909) 335-1896 (call collect).

From: Carrie Chasteen [mailto:cchasteen@appliedearthworks.com]

Sent: Friday, September 05, 2014 9:53 AM

To: Donn Grenda; Sherli Leonard **Cc:** Walters, Andrew M@DOT

Subject: RE: I-10 Corridor Project comments from Redlands Conservancy

Good morning,

As it has been 30 days, I wanted to check in with you regarding the status of additional comments, if any, that the Redlands Conservancy may be submitting in regard to this project.

Thank you,

Carrie

Carrie Chasteen | Applied EarthWorks, Inc. Senior Architectural Historian



133 N. San Gabriel Blvd., Suite 201 Pasadena, CA 91107 626-578-0119 x112 office

www.appliedearthworks.com

From: Donn Grenda [mailto:dgrenda@sricrm.com]

Sent: Tuesday, June 24, 2014 5:42 PM **To:** cchasteen@appliedearthworks.com

Cc: Sherli Leonard

Subject: I-10 Corridor Project comments from Redlands Conservancy

Carrie,

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Feel free to contact Sherli Leonard, Executive Director of the Redlands Conservancy at (909) 389-7810 or me at (909) 335-1896 if you have any questions.

Sincerely,

Donn R. Grenda, Ph.D., RPA

Vice President

Redlands Conservancy

From: Todaro, Ryan

Sent: Wednesday, May 27, 2015 4:37 PM

To: Carrie Chasteen

Subject: FW: I-10 & Euclid Project

Here's the email chain

From: Chad Costello [mailto:ccostello@sanbag.ca.gov]

Sent: Tuesday, May 26, 2015 2:05 PM **To:** Teshale, Surafael; Todaro, Ryan

Cc: Speirs, David

Subject: FW: I-10 & Euclid Project

Let's discuss and try to be responsive.

From: Rosemary Hoerning [mailto:rhoerning@ci.upland.ca.us]

Sent: Tuesday, May 26, 2015 1:57 PM

To: Chad Costello Cc: 'John Atwater'

Subject: FW: I-10 & Euclid Project

Chad-

Will you provide the appropriate information to Mr. Atwater regarding the project?

Thanks,

Rosemary

From: John Atwater [mailto:jatwater1@hotmail.com]

Sent: Saturday, May 23, 2015 6:12 PM

To: Rosemary Hoerning **Subject:** I-10 & Euclid Project

Rosemary: I heard there's a pending project to redo the interchange at Euclid and the I-10 Freeway, and that Upland Heritage would be notified for comment since Euclid Avenue in on the National Register of Historic Places. So far Upland Heritage has not received anything. Would you have an extra set of plans we could use for comments, please?

Thanks a lot.

John Atwater

From: Walters, Andrew M@DOT

Sent: Thursday, May 28, 2015 11:41 AM

To: jatwater1@hotmail.com; gharboe7@gmail.com
Cc: Hoerning, Rosemary@CI.UPLAND; Carrie Chasteen

Subject: Upland Heritage Correspondence I-10 Corridor Improvement Project

Attachments: Public_Letters.pdf; AppendixE_Combined.pdf; Upland_Response.pdf; FOE Conditions.pdf

Mr. Atwater,

This correspondence is in response to your request for information regarding the SANBAG / Caltrans Interstate 10 Improvement Project, which involves among other things, the replacement of the I-10 / Euclid Ave. bridge. The project has the potential to effect Euclid Ave., a National Register of Historic Places listed historic property.

Attached is a copy of the plans we are using for our NHPA Section 106 and CEQA documentation for the project. Also attached is a copy of the request for information letter that was sent out to potential interested parties in mid-2014. I apologize that your organization, Upland Heritage, was omitted from the distribution list.

SANBAG and Caltrans have been coordinating extensively over the past several months with the cities of Upland and Ontario regarding the new bridge design at I-10/Euclid Ave. I have also attached the comment letter received from the City of Upland and a copy of our project conditions/mitigation plan to address historic preservation concerns.

If you or other members of Upland Heritage have any questions or concerns, feel free to contact me.

Thank you

Andy Walters
Principal Architectural Historian
Caltrans District 8
Environmental Support/Cultural Studies
464 W 4th Street
San Bernardino, CA 92401
(909) 383-2647

From: Orci, Oscar

Sent: Tuesday, July 15, 2014 2:57 PM

To: Carrie Chasteen

Subject: RE: I-10 Corridor Project EA 0C2500

Thank you for the email...We are in the middle of moving offices so the document may literally be buried in one of the moving bins.

From: Carrie Chasteen [mailto:cchasteen@appliedearthworks.com]

Sent: Tuesday, July 15, 2014 1:39 PM

To: Orci, Oscar

Subject: I-10 Corridor Project EA 0C2500

Oscar,

Please find attached an electronic copy of a letter soliciting information regarding cultural resources for the above referenced project that was sent to you via U.S. Postal Service on 7 July 2014 and associated project location maps. Please reply in writing if you have any information related to cultural resources in or adjacent to the project area.

Thank you for your attention to this matter. Carrie

Carrie Chasteen | Applied EarthWorks, Inc. Senior Architectural Historian



133 N. San Gabriel Blvd., Suite 201 Pasadena, CA 91107 626-578-0119 x112 office

www.appliedearthworks.com

CITY OF

303 EAST "B" STREET, CIVIC CENTER

ONTARIO



ONTARIO

CALIFORNIA 91764-4105

(909) 395-2000 FAX (909) 395-2070

PAUL S. LEON MAYOR

ALAN D. WAPNER MAYOR PRO TEM

JIM W. BOWMAN
DEBRA DORST-PORADA
PAUL VINCENT AVILA
COUNCIL MEMBERS

July 29, 2014

AL C. BOLING CITY MANAGER

MARY E. WIRTES, MMC

JAMES R. MILHISER TREASURER

Carrie Chasteen Senior Architectural Historian Applied Earthworks, Inc. 133 N. San Gabriel Boulevard, Suite 201 Pasadena, California 91107

RE: Comments on the I-10 Corridor Project- Euclid Avenue Interchange and Bridge

Dear Ms. Chasteen,

Thank you for the opportunity to comment on the I-10 Corridor Project- Euclid Avenue Interchange and Bridge proposed by San Bernardino County Association of Governments (SANBAG) in cooperation with Caltrans and the FWHA.

Historic and Cultural Landscape Significance

In 2005, the Euclid Avenue Right-of-way, including the median, from 24th Street in Upland to Philadelphia Street in Ontario, was listed on the National Register of Historic Places as a historic district. In 2013, the Ontario City Council designated the Euclid Avenue neighborhood, located north of G Street and south of the I-10, a local historic district. The local historic district includes all properties which have frontage along Euclid Avenue and the median, including the right-of-way. Euclid Avenue is also identified as a significant Cultural Landscape. Designed and laid out in 1882 by George and William Chaffey, town founders, Euclid Avenue is considered to be the "backbone" and the centerpiece of the development of the Original Model Irrigation Colony, which includes the Cities of Ontario and Upland.

Character-defining Features of Euclid Avenue and the median include the 60' wide landscaped median, 15' wide landscaped parkways, King Standard Lamppost, scored sidewalks, and rock curbs along the median and street edges. Currently there are more than three dozen tree varieties planted in the median and along the parkway. The most prominent trees are California Peppers, Silk Oak, Coast Live Oak, Deodar, and Camphor. Euclid Avenue was first planted in 1883 with a double row of California Pepper trees fifty-feet on center along with Palms. Based on historic

photographs, Palms appear to have been planted at prominent intersections and activity nodes. Eucalyptus and Silk Oaks were also planted in the parkways.

Historic Euclid Avenue has a moderate to high level of integrity as it continues to convey its cultural significance and serves as an outdoor public space. Over the years, inappropriate alterations to Character-defining Features have occurred within the Euclid Avenue right-of-way such as the removal of rock curb, and the installation of inappropriate trees and light standards. Character-defining Features should be restored where possible. As Euclid Avenue bridge construction and reconstruction occurs, incompatible alterations should be removed and Character-defining Features should be restored.

As shown on the preliminary plan provided, the City of Ontario Planning Department offers the following comments for the Euclid Avenue Interchange and Bridge. Prior to selection of the final project interchange and bridge alternative, we request notification and an opportunity to provide additional comments. In addition, we would like to participate in the design process of the bridge.

Planning Department

Euclid Avenue Bridge

- Median should be landscaped in a manner which is consistent and compatible with the existing historically significant median landscape design north and south of the bridge. New tree planting on the bridge shall be similar in appearance to the existing median tree, California Pepper Schinus molle, but with smaller size and weight for use in the shallow planters such as Willow Pittosporum Pittosporum phillyraeoides, 36" box size. They should be arranged in double rows equally spaced along the median. The existing palms shall be relocated to another site. Incorporate new raised planters for the tree planting similar to the low stone walls found on historic homes along Euclid Avenue and underplant trees with flowering groundcovers such as Rock Rose or Verbena. A low water using groundcover such as California native San Diego Bent Grass Agrostis pallens, sod shall be used to reflect the appearance of lawn with less water and maintenance. Irrigation shall be highly efficient and appropriate for plant needs.
- Landscaped parkways should be installed and planted with a small evergreen narrow tree
 such as Water Gum, Tristania laurina, 24" box spaced 20' apart to separate pedestrians
 from traffic, while providing some shade and visibility. Irrigation shall be highly efficient
 and appropriate for plant needs. Medium size, narrow and low water using shrubs such as
 Fortnight Lily Dietes vegeta, Dianella, or Dwarf Kangaroo paw Anigozanthos shall be
 incorporated into the parkways to also separate pedestrians from traffic.
- Incorporate King Standard Lighting to match historic lighting.
- Fencing should be decorative and compatible with the historic area.

The Euclid Avenue Median (south of the I-10 and north of Sixth Street):

• The loss and/or removal of existing mature trees should be minimized. Replacement planting shall consist of alternating double rows of California Pepper Schinus molle,

Deodar Cedar Cedrus deodara or Camphor tree Cinnamomum camphora, minimum 48" box size, spaced 30' apart. The existing lawn shall be replaced with a new water efficient grass type. Replace the irrigation components with a new water efficient system appropriate for plant needs.

- Rock curbs should be replaced and/or restored along the median and street edges.
- Incorporate King Standard Lighting to match historic lighting.
- The median width of Euclid Avenue is an important Character-defining Feature and reduction of the width should be minimized.

Additional mitigation measures may include:

- Installation of National Register signs identifying Euclid Avenue located on the median and along I-10.
- Installation of the Euclid Avenue Historic District rock monument sign to match other historic district signs.

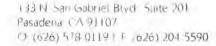
Additional comments, concerns, and recommendations related to budget, lane configuration, and onramps for the I-10 Corridor Project thru the City of Ontario will be forwarded to SANBAG and Caltrans.

If you should have any questions, please contact Diane Ayala, Senior Planner at (909) 395-2428 or myself at (909) 395-2282.

Sincerely

Cathy Wahlstrom, Principal Planner

c: Karen Peterson, City of Upland Planning Manager





June 4, 2014

City of Ontario Planning Department Attn: Cathy Wahlstrom 303 East B Street Ontario, CA 91764

Dear Ms Wahlstrom:

The San Bernardino Associated Governments (SANBAG), in cooperation with Caltrans and FHWA, proposes to improve the Interstate 10 (I-10) corridor. The I-10 Corridor Project consists of adding lane(s) and providing improvements along all or a portion of the existing 35-mile stretch of I-10 from approximately 2 miles west of the Los Angeles/San Bernardino county line in the City of Pomona to Ford Street in the City of Redlands. The I-10 Corridor Project considers one "no build" alternative, and two "build" alternatives to address existing and future projected traffic demands.

Applied EarthWorks, Inc. (Æ) is working with SANBAG and Caltrans to complete the cultural resources studies for the project, pursuant to Section 106 of the National Historic Preservation Act (NHPA), its implementing regulations found at 36 CFR 800, the California Environmental Quality Act (CEQA), and the recently revised Caltrans (2014) Standard Environmental Handbook (Volume 2), Cultural Resources. The cultural resources identification effort will include background research; archaeological and architectural survey within the Area of Potential Effects (APE); building assessments by a qualified architectural historian; and preparation of reports.

The views of the public are essential to informed federal decision-making pursuant to 36CFR800.3(e). The purpose of this letter is to request your input regarding potential or designated historical resources, properties listed in or eligible for the National Register of Historic Places, the California Register of Historical Resources, or other cultural resources in the project area that have the potential to be affected by the proposed project. Please notify us in writing if you have information, comments, or concerns regarding potential or identified historical resources in the project study area. If you wish, your comments can be mailed to the above address, emailed to cchasteen@appliedearthworks.com, or faxed (626/204-5590) directly to me.

If you have any questions please feel free to contact me at 626/578-0119 x112.

Sincerely, .

Carrie Chasteen

Senior Architectural Historian

Attachment: Project Location Map

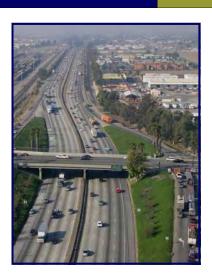
APPENDIX C

Scoping Notices

Interstate 10 Public Meetings

You're Invited!

lease join San Bernardino Associated Governments and the California Department of Transportation to learn more about the proposed addition of carpool lanes to Interstate 10 between Ontario and Redlands.



Meetings will be held in two locations for the convenience of the public:

Thursday, February 21, 2008

5:30 pm — 7:30 pm

Redlands City Council Chambers

35 Cajon Street, Redlands

Thursday, February 28, 2008

5:30 pm — 7:30 pm

Harry S. Truman Middle School MultiPurpose Room

16224 Mallory Drive, Fontana



Meetings will be an "Open House" format to allow visitors to drop by any time between 5:30 pm and 7:30 pm to talk to project planners, ask questions, and complete comment cards to provide valuable input regarding the carpool lane project. Your involvement is important!

For more information, please call SANBAG at (909) 884-8276 or visit www.sanbag.ca.gov. To arrange for foreign language assistance or for

accommodations for persons with disabilities, please call the Caltrans Public Affairs Division at (909) 383-4631 by February 18.

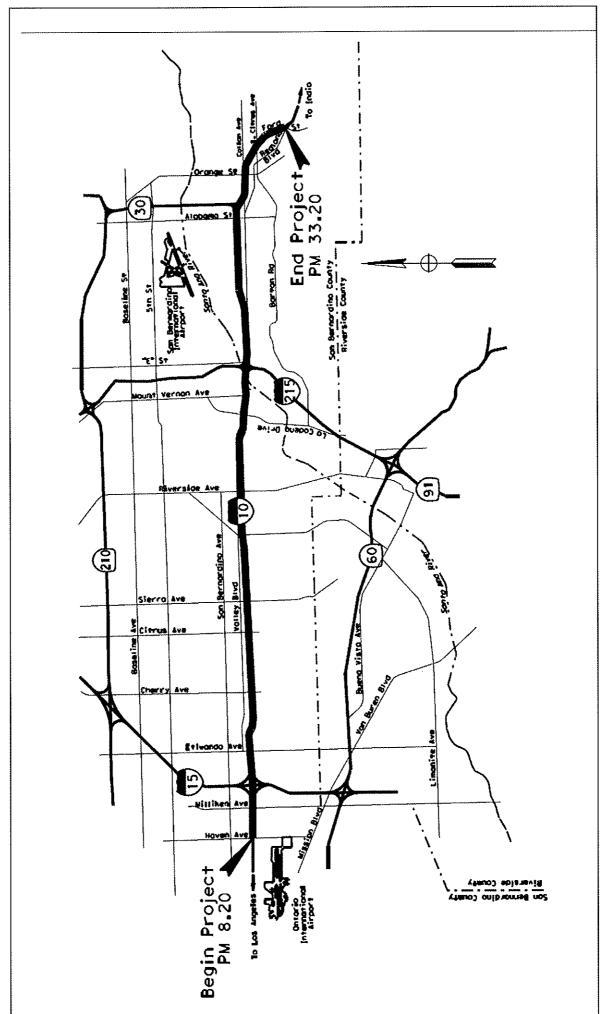
SAN BERNARDINO ASSOCIATED GOVERNMENTS

1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715

(909) 884-8276 ■ www.sanbag.ca.gov

I-10 High Occupancy Vehicle (HOV) Lane Addition Project From Haven Avenue in the City of Ontario to Ford Street in the City of Redlands

PROJECT LOCATION MAP



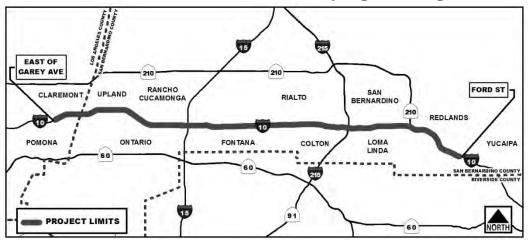
EA 0C2500





PUBLIC NOTICE

Interstate 10 Corridor Project Announcement of Public Scoping Meetings



WHAT IS BEING PLANNED?

The California Department of Transportation (Caltrans), in cooperation with the San Bernardino Associated Governments (SANBAG), proposes to improve and widen a 35-mile segment of the Interstate 10 (I-10) freeway from 2 miles west of the Los Angeles – San Bernardino County Line in the City of Pomona to Ford Street in the City of Redlands. The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of carpooling and transit. An Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) will be prepared to evaluate multiple alternatives as well as potential environmental impacts that could result from the proposed project. Analyses supporting the EIR/EIS will determine the type of facility necessary to meet the existing and future transportation needs in the corridor.

WHY THIS NOTICE?

To inform you of the initiation of studies and to give you an opportunity to comment on the proposed project. Two Public Scoping Meetings (listed below), will be held to provide an early exchange of information and ideas, with the opportunity for the public to ask questions or express concerns. Comments will become part of the public record and will be considered in defining the project scope and developing the EIR/EIS.

WHEN AND WHERE?

Tuesday, November 13, 2012 from 5:00pm to 7:00pm **Hilton San Bernardino** 285 East Hospitality Lane San Bernardino, California 92408 Thursday, November 15, 2012 from 5:00pm to 7:00pm
Sheraton Ontario Airport Hotel
429 North Vineyard Avenue
Ontario. California 91764

WHAT IS AVAILABLE AT THE PUBLIC SCOPING MEETING?

The purpose and need for the project, preliminary alternative concepts, schedule and costs, and other exhibits will be available for viewing. Caltrans and SANBAG specialists in engineering, planning, traffic, and environmental will be available to discuss your individual concerns and answer your questions. You are invited to attend any time between the hours of 5:00pm and 7:00pm.

WHERE YOU COME IN

Comments about the project may be submitted in person at the Public Scoping Meetings on November 13 and November 15, 2012, or via mail by November 26, 2012 to: Mr. Aaron Burton, California Department of Transportation, District 8, "Attn: I-10 Corridor Project", 464 W. 4th Street., MS 829, San Bernardino, CA 92401-1400. For more information about this study, call Caltrans at (909) 383-2841. Comments may also be submitted online at the I-10 Corridor Project website at: http://sanbaq.ca.gov/projects/mi_fwy_I-10-Corridor.html.

SPECIAL ACCOMMODATIONS

For individuals who require special accommodations (American Sign Language or other lingual interpreter, accessible seating, documentation in alternate formats, etc), contact Caltrans at (909) 383-2841. TDD users may contact the California Relay Service TDD line at 1-800-735-2929.

APPENDIX D

Photographs

Euclid Avenue, Upland and Ontario, California:



Photo 1: Representative photograph of the deck of the bridge, facing south.



Photo 2: Representative photograph of landscape design and historic curbs (left of frame).



Photo 3: Representative photograph of historic cobblestone and concrete curbs (left of frame), and modern curbs (right of frame).

Mill Creek Zanja, Redlands, California



Photo 4: Representative photograph of the structure, facing south.



Photo 5: Detail of the Mill Creek Zanja as it passes under I-10



Photo 6: Detail of alteration of the structure within this Project's APE



Photo 7: View of the BNSF rail bridge at the Mill Creek Zanja

1055 E. Highland Avenue, Redlands, California



Photo 8: View of the primary façade, facing north. I-10 is out of frame to the east (right)

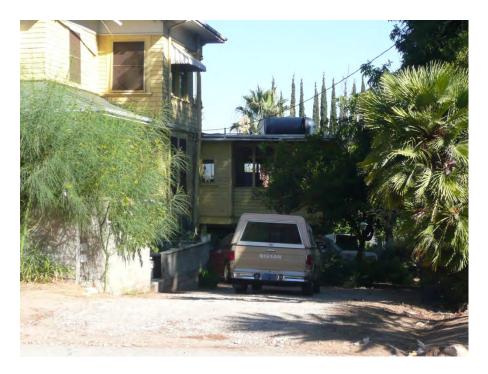


Photo 9: Detail of a sleeping porch, facing north.



Photo 10: Representative view of ancillary buildings visible from Cimarron Drive, facing south The Peppers/El Carmelo, 926 E. Highland Avenue, Redlands, California



Photo 11: View of The Peppers primary façade, facing west southwest.



Photo 12: View of year parking lot between Caltrans' ROW (left of frame) and the dining and assembly rooms (right of frame), facing south. Note: the historic property is not visible, and is located to the west (right) of the dining and assembly rooms.



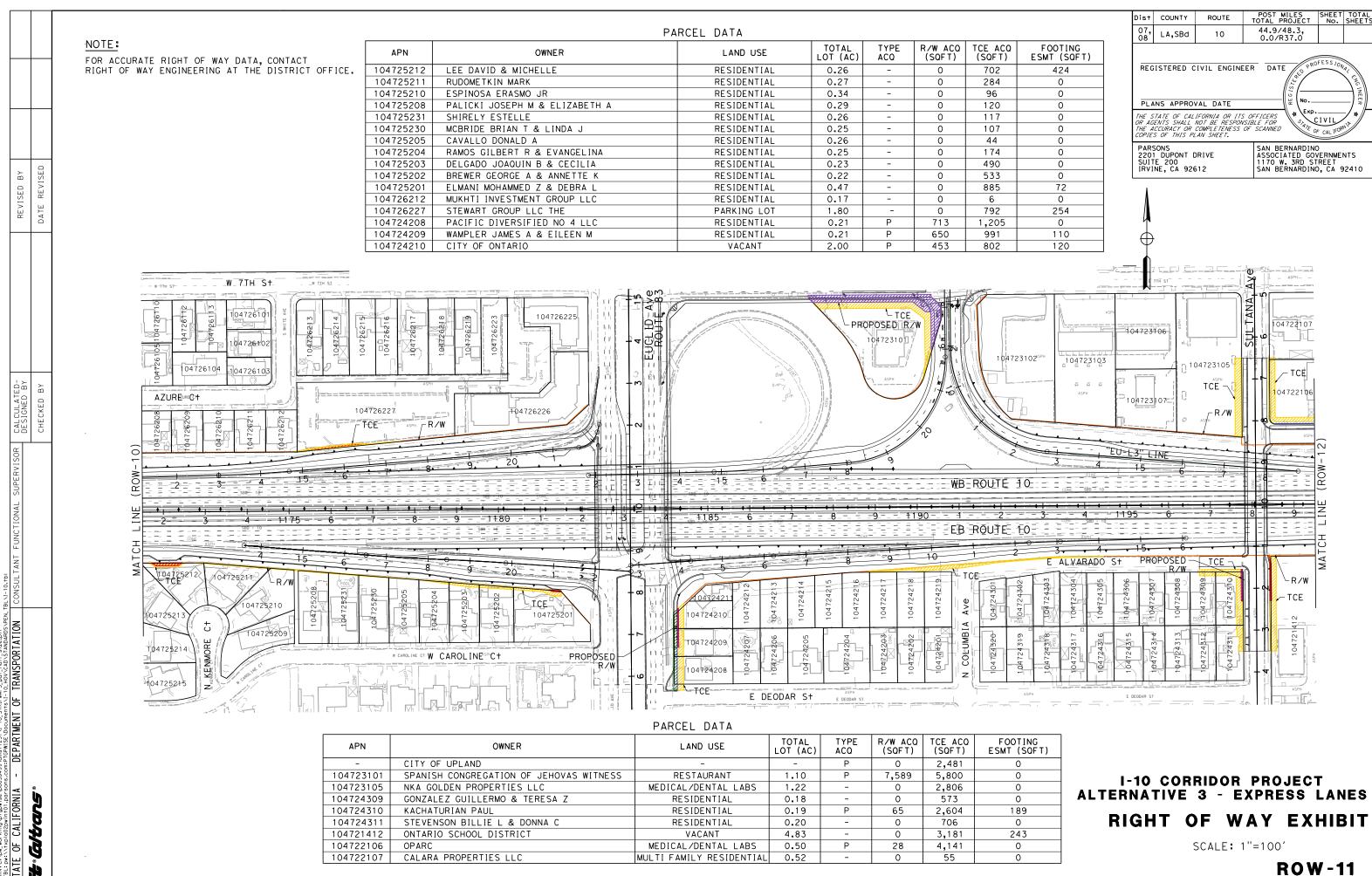
Photo 13: View of the non-contributing chapel from the access road which parallels Caltrans' ROW. Not the elevation difference and visually intervening vegetation.



Photo 18: View from the eucalyptus windrow and rear access road which parallels the Caltrans ROW, facing south towards the rear surface parking lot.

APPENDIX E

Engineering Drawings



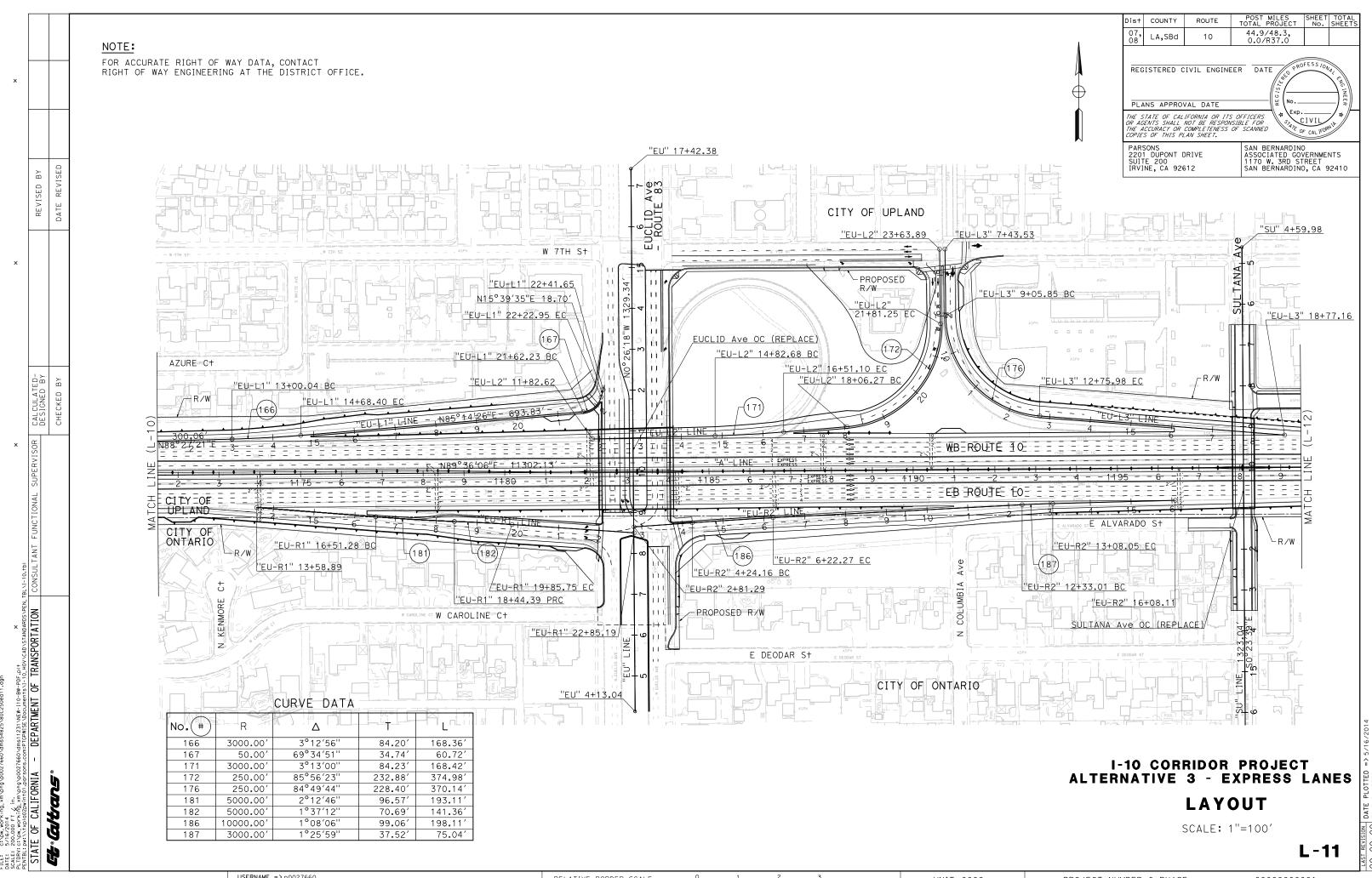
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BORDER LAST REVISED 7/2/2010

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PROJECT NUMBER & PHASE



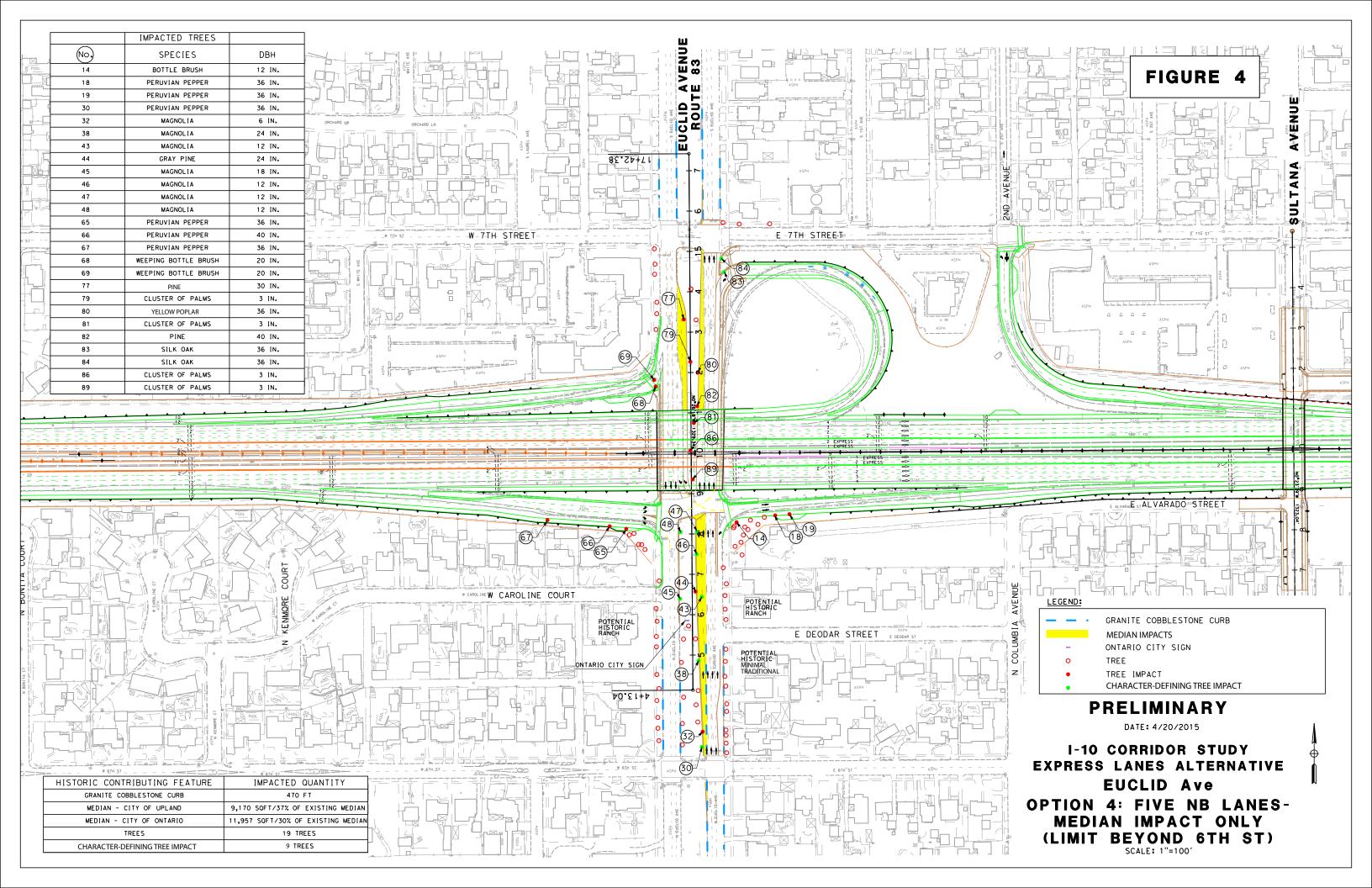
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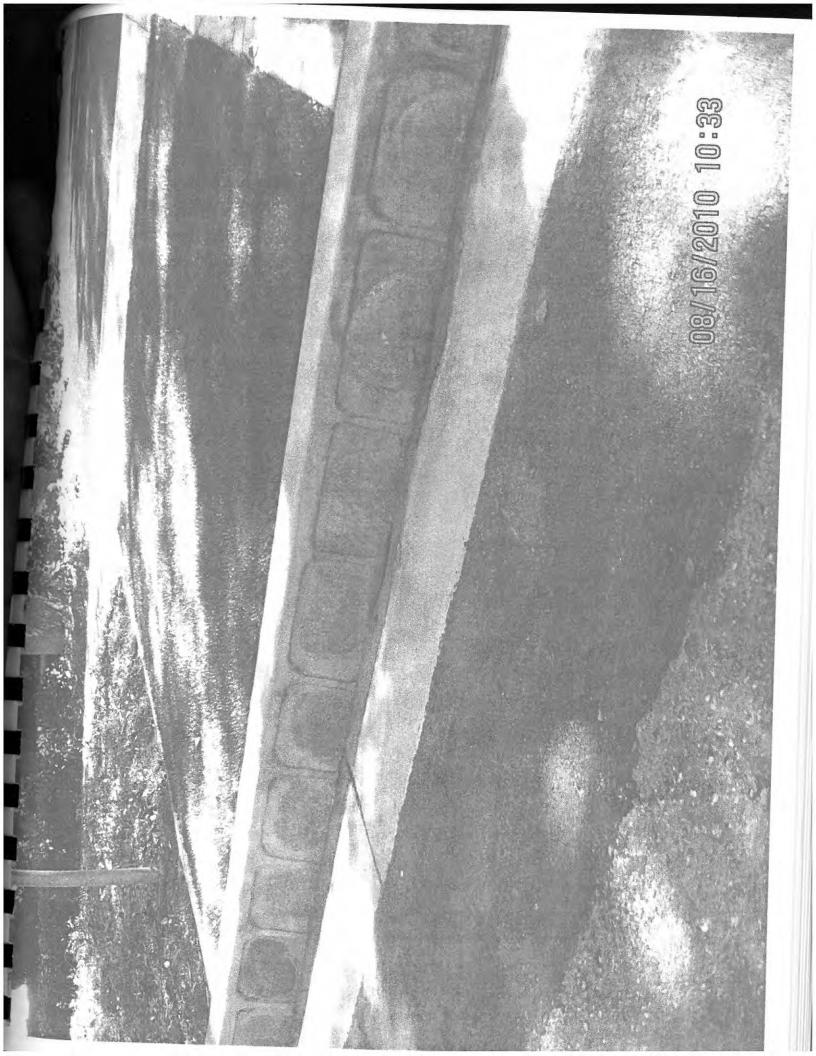
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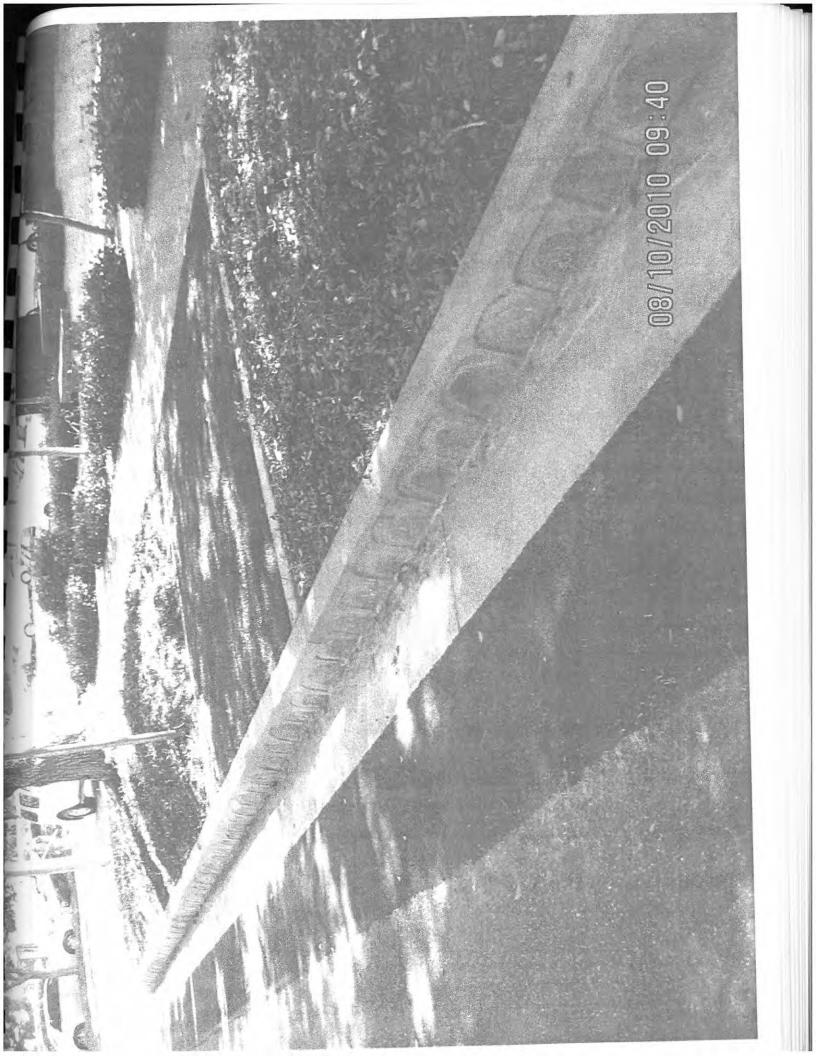
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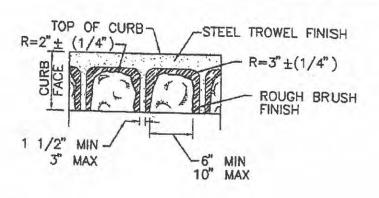


APPENDIX F

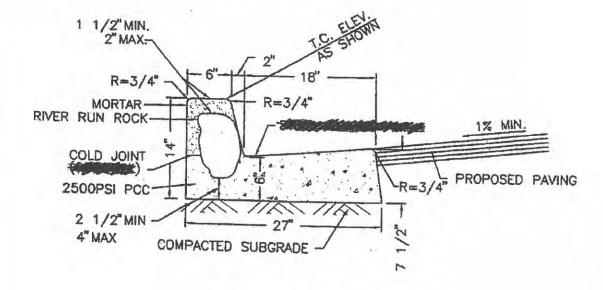
Cobblestone Curb Plans







CURB FACE DETAIL



8" ROCK CURB & GUTTER

CONTRACTOR SHALL CONSTRUCT & FINISH 10 L.F. OF CURBFACE & RECEIVE APPROVAL FROM CITY HISTER PRIOR TO PROCEEDING FURTHER. Engineer

10/28/96



CITY OF UPLAND
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

STANDARD DRAWING

Payment for this item of work shall be at the unit price bid, and shall be considered as full compensation for furnishing all labor, materials, tools, equipment, time, and incidentals for doing all work involved in construction of this item, and no additional compensation will be allowed therefor.

- 64. Construct 6" Rock Curb and 24" Gutter:
- 65. Construct 8" Rock Curb and 24" Gutter:
- 66. Construct 8" Rock Curb and 18" Gutter
- 67. Construct 6" Curb and 24" Gutter:
- 68. Construct 8" Curb and 24" Gutter:

This item shall consist of construction of 6" and 8" rock and PCC curb and gutter, as shown on the Plan, in accordance with City Standard Drawing No. CU-R-2, Type "C", City of Upland rock curb standard detail and Subsection 303-5, "Concrete Curb, Walks, etc.," of the SSPWC. Rock and PCC curb shall have 24" gutter along Arrow Highway and 18" gutter along 2nd Avenue.

Rocks from existing rock curb shall be re-used in the new rock curb if practical (if clean from debris). Rock curb photo and specifications are attached at the Appendix, the City expect to match photo or better. The contractor shall install test section of 25 LF of rock curb and gutter to be inspected by the City Staff if approved contractor can continue and shall match the test section, no additional compensation will be allowed for test section.

Payment for this item of work shall be at the unit price bid per linear foot of rock and Type "C" curb and gutter, and shall be considered as full compensation for furnishing all labor, materials, tools, equipment, time, and incidentals for doing all work involved in construction of this item, and no additional compensation will be allowed therefor.

69. Construct Sidewalk:

This item shall consist of construction of PCC sidewalk, as shown and dimensioned on the Plan, in accordance with City Standard Drawing No. CU-P-3, and Subsection 303-5, "Concrete Curb, Walks, etc.," of the SSPWC.

Some areas along Arrow Highway Station 11+ 69 to 15+94 south side of the street close to San Antonio Ave require new sidewalk construction and may require import of base material to match the new top of curb grade, this shall be considered part of the bid item for clearing, Grubbing, excavation and Grading.

Grass damaged on either side of the sidewalk for form or reconstruction shall be replace with sod or matching type compensation for this work shall be part of this bid item, no additional compensation will be allowed.

Payment for this item of work shall be at the unit price bid per square foot of sidewalk constructed, and shall be considered as full compensation for furnishing all labor, materials, tools, equipment, time, and incidentals for doing all work involved in construction of this item, and no additional compensation will be allowed therefor.

70. Construct 6' Cross Gutter and Spandrel:

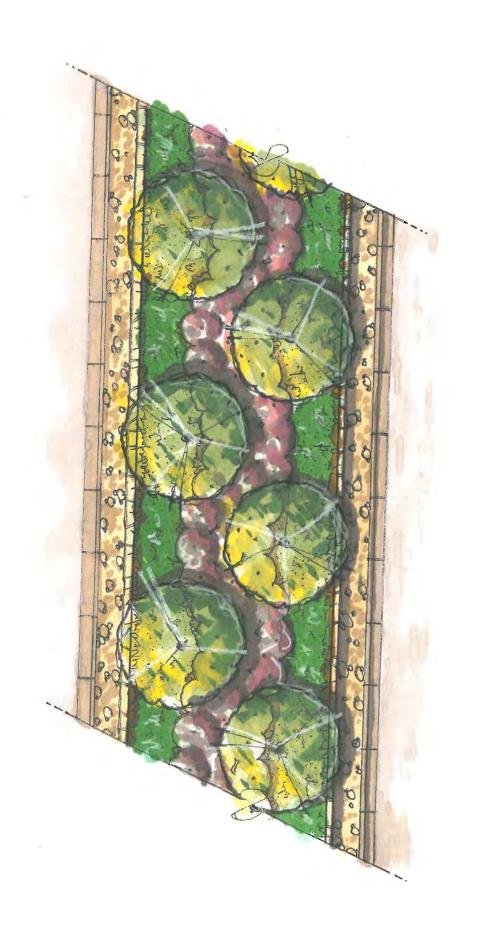
71. Construct 10' Cross Gutter and Spandrel:

These items shall consist of construction of 6-foot and 10-foot wide PCC cross gutters and spandrels, as shown on the Plan, in accordance with City Standard Drawing No. CU-R-3, and Subsection 303-5, "Concrete Curb, Walks, etc.," of the SSPWC.

Payment for this item of work shall be at the unit price bid per square foot of cross gutter and spandrel constructed, and shall be considered as full compensation for furnishing all labor, materials, tools, equipment, time, and

APPENDIX G

Conceptual Photo Simulations and Landscape Schemes



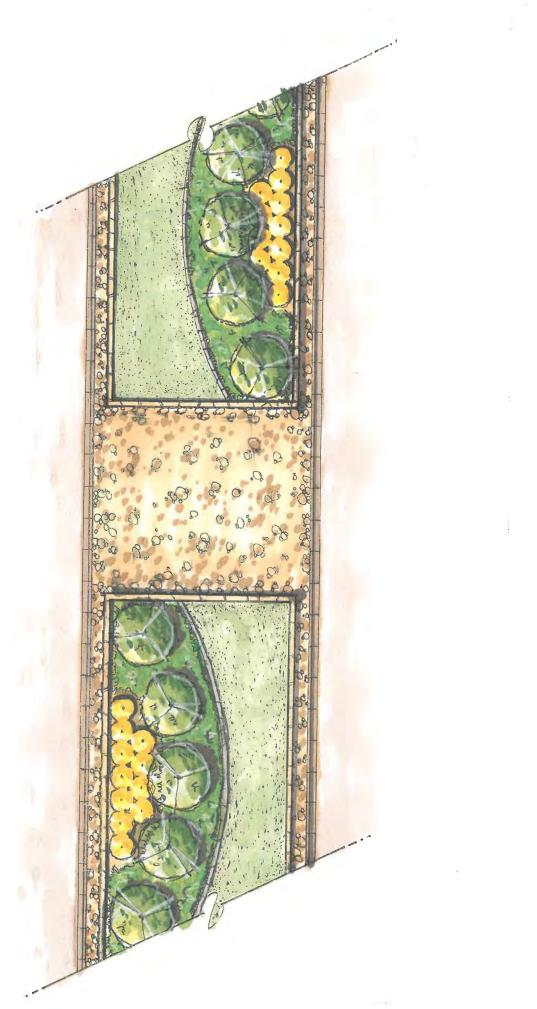








Figure 5-20. Viewpoint #15, Alternative 3, Residential Landscape Unit

Minimization measures depicted in the simulation include wall texture and new landscaping of disturbed areas. Aesthetic treatments to structures and specific plant types are representative only. Actual types of treatments and landscaping would be designed in collaboration with Caltrans' District Landscape Architect.

APPENDIX H

ESA Action Plan

Environmentally Sensitive Area Action Plan

For

Interstate 10 Corridor Project San Bernardino and Los Angeles Counties, California

> (07-LA-10 PM 44.9/48.3; 08-SBD-10 PM 0.0/R37.0) EA 0C2500 EFIS ID 0800000040

Prepared by:

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San Bernardino, California 92401-1400

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SUMMARY OF ESA ACTION PLAN

This Environmentally Sensitive Area (ESA) Action Plan was prepared for the Interstate-10 (I-10) Corridor Project (Project) located in Los Angeles and San Bernardino Counties, California. This ESA Action Plan is written in compliance with Section 14, Environmental Stewardship, of the Standard Specifications, 2010, in accordance with the January 1, 2014, *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, As it Pertains to the Federal-Aid Highway Program in California (PA) as specified in Stipulations VIII and X, and as outlined in Attachment 5. It is intended to ensure that there are no adverse effects to CA-SBR-12989H during all project activities associated with the Project. The site is located within a proposed construction staging area within the Project's Area of Direct Impact (ADI).*

CA-SBR-12989H (P-36-014510) consists of a historical homestead/farmstead site containing a razed cobble-and-mortar house foundation (Feature 1), a second razed cobble-and-mortar foundation (Feature 2) of a much smaller building situated adjacent to the main house foundation, and a sparse-to-moderate density scatter of domestic refuse (e.g., bottle glass, ceramic items) and construction debris. Landscaped trees (pepper trees [both dead and alive], one scrub oak, and one large unidentified shrub) are situated around the periphery of the site area. The site is situated within a currently fallow agricultural field that has been repeatedly plowed and disked for decades. Archival information indicates that the structural remains and an associated domestic refuse scatter are related to the Curtis family (George W. Curtis and his brother, Jeremiah Curtis). Their father, William Curtis, was one of the original homesteaders in the Redlands area, moving there in the 1860, and establishing a farm in the vicinity of the San Bernardino Asistencia, several miles west of the future site of Redlands. The Curtis family is credited as being one of the earliest navel orange producers in the Redlands region, and one of the important founders of the Inland Empire's citrus industry. Due to the high potential that the site contains subsurface hollow features such as privies and cisterns that may contain significant buried cultural deposits important in history, CA-SBR-12989H shall be assumed eligible for the National Register of Historic Places and California Register of Historical Resources.

ESA fences will be placed around the entire site prior to project activities and will be monitored periodically by a qualified archaeologist during use of the area as a construction staging area or during any ground disturbing activities related to construction of this Project. Prior to any construction or construction related activity, the ESA will be delineated in the field by the placement of temporary fencing (see provisions below).

Figure 1 in Attachment A depicts the location of CA-SBR-12989H and the proposed location of the temporary ESA fencing. The ESA fence will be located between 5 m (16ft) and 20 m (65 ft) from the recorded site boundary and will enclose the entire site. An archaeological monitor will be on site during fence installation and will spot check the area during construction to ensure that the ESA fencing is maintained. Table 1 presents a list of tasks to be carried out and the parties responsible for ensuring that these tasks are completed.

PROJECT DESCRIPTION

The California Department of Transportation (Caltrans), in conjunction with San Bernardino Area Government (SANBAG), proposes to improve the Interstate 10 (I-10) corridor. The proposed I-10 Corridor Project (Project) consists of adding lane(s) and providing improvements along all or a portion of the existing 33-mile-long stretch of Interstate 10 (I-10) from approximately 2 miles west of the Los Angeles/San Bernardino county line in the City of Pomona to Ford Street in the City of Redlands (see Figures 1 and 2 in Exhibit 1 of the Historic Property Survey Report [HPSR] prepared for this Project). The I-10 Corridor Project considers one "no build" alternative, and two "build" alternatives to address existing and future projected traffic demands. A detailed project description is provided in the Archaeological Survey Report (ASR) (Clark 2014).

Construction-related activities associated with these proposed improvements are relevant to the components of the ESA Action Plan. This ESA Action Plan is written in compliance with Section 14, Environmental Stewardship, of the Standard Specifications, 2010, and is prepared in accordance with Caltrans Section 106 Programmatic Agreement (PA), as specified in Stipulations VIII and X, and as outlined in Attachment 5. One historical archaeological site, CA-SBR-12989H, located within the Project ADI will be protected in place during Project construction through the establishment of an ESA and archaeological monitoring. The location of the archaeological resource and proposed ESA boundary in relation to the Project Area of Potential Effect (APE) are depicted in Figure 1 in Attachment A.

METHODS

Prior to any project activities, the ESA boundary will be delineated in the field by the placement of temporary fencing. Figure 1 in Attachment A depicts the location of the site to be protected by the ESA and the proposed location of temporary fencing. ESA fencing will be placed along the edge of the work area to prevent access to the site beyond the work limits. An archaeological monitor will be on site during fence installation and will spot check the area during construction to ensure that the ESA fencing is maintained. Table 1 presents a list of tasks to be carried out and the parties responsible for ensuring that these tasks are completed.

The following Special Provisions are to be included in the Plans Specifications and Estimate (PS&E) package:

14-1.02 Environmentally Sensitive Area

14-1.02A General

Section 14-1.02 includes specifications for environmentally sensitive area requirements.

If an ESA is shown:

- 1. The boundaries shown are approximate; the Department marks the exact boundaries on the ground
- 2. Do not enter the ESA unless authorized
- 3. If the ESA is breached, immediately:
 - 3.1. Secure the area and stop all operations within 60 feet of the ESA boundary
 - 3.2. Notify the Engineer
- 4. If the ESA is damaged, the Department determines what efforts are necessary to remedy the damage and who performs the remedy; you are responsible for remedies and charges

14-1.03 Type ESA Temporary Fence

14-1.03A General 14-1.03A(1) Summary

Section 14-1.03 includes specifications for installing, maintaining, and removing Type ESA temporary fence.

Type ESA temporary fence provides a visible boundary adjacent to protected areas such as an ESA.

Signs are required for Type ESA temporary fence.

14-1.03A(2) Submittals

Submit a certificate of compliance for high visibility fabric and safety caps for metal posts.

14-1.03B Materials

14-1.03B(1) High Visibility Fabric

High visibility fabric for Type ESA temporary fence must comply with section 13-10.02D and must:

- 1. Contain ultraviolet inhibitors
- 2. Comply with the ESA properties in the following table:

Property	Specifications	Requirements
Width, inches, min	Measured	48
Opening size, inches	Measured	1 by 1 inch (min)
		2 by 4 inches (max)
Color	Observed	Orange
Roll weight, lb, min for 4 by 100 foot roll	Measured	12
Tensile strength, lb, min	ASTM D4595	320

14-1.03B(2) Posts

Posts for Type ESA temporary fence must be wood or steel.

Wood and metal posts for Type ESA temporary fence must comply with section 13-10.02.

Wood posts must be at least 2 by 2 inches in size and 6 feet long.

Metal posts must be at least 6 feet long.

14-1.03B(3) Signs

Signs for Type ESA temporary fence must be:

- 1. Weatherproof and fade-proof and may include plastic laminated printed paper affixed to an inflexible weatherproof backer board
- 2. Attached to the high visibility fabric with tie wire or locking plastic fasteners

14-1.03C Construction

14-1.03C(1) General

Install Type ESA temporary fence:

- 1. With high visibility fabric, posts, and fasteners as follows:
 - 1.1. If wood posts are used, fasteners must be staples or nails
 - 1.2. If steel posts are used, fasteners must be tie wires or locking plastic fasteners
 - 1.3. Spacing of the fasteners must be no more than 8 inches apart
- 2. Before clearing and grubbing activities
- 3. From outside of the protected area
- 4. With posts spaced 8 feet apart and embedded at least 16 inches in the soil

Signs must be attached with the top of the sign panel flush with the top of the high visibility fabric and placed 100 feet apart along the length and at each end of the fence.

If trees and other plants need protection, install the fence to enclose the drip line of the foliage canopy of protected plants and protect visible roots from encroachment.

14-1.03C(2) Maintenance

Maintain Type ESA temporary fence by:

- 1. Keeping posts in a vertical position
- 2. Reattaching fabric to posts
- 3. Replacing damaged sections of fabric
- 4. Replacing and securing signs

14-1.03D Payment

The fence payment quantity does not include the width of openings.

The fence is measured:

- 1. Parallel to the ground slope
- 2. Along the fence

14-2.02 Archaeological Resources

14-2.02A General

Section 14-2.02 applies if archaeological resources are discovered at the job site. Do not disturb the resources and immediately:

- 1. Stop all work within a 60-foot radius of the discovery
- 2. Protect the discovery area
- 3. Notify the Engineer

The Department investigates. Do not move archaeological resources or take them from the job site. Do not resume work within the discovery area until authorized.

If ordered, furnish resources to assist in the investigation or recovery of archaeological resources. This work is change order work.

RESPONSIBLE PARTIES

Table 1 Responsible Parties and Tasks

Responsible 1 arties and 1 asks			
Stage	Responsible Parties	Task	Anticipated Completion Date
Pre- construction	Caltrans Archaeologist Project Manager Project Engineer	Caltrans archaeologist will ensure that the ESA is clearly described and illustrated in the final construction design plans and specifications used by construction personnel.	TBD following selection of preferred alternative 2015
	Caltrans Archaeologist Project Manager Project Engineer	All responsible parties, including the Caltrans Archaeologist, will review the plans, specifications, and estimates and ensure that SSP's for the ESA are included and that the ESA is clearly described and illustrated.	TBD following selection of preferred alternative 2015
	Caltrans Archaeologist Resident Engineer Contractor	All responsible parties will ensure that the ESA are discussed during the pre-construction meeting and that ESA restrictions and historic preservation laws are disseminated in writing to construction field personnel, including new personnel added during construction. The importance of the ESA will be discussed during the pre-construction meeting and documented in a memo that will be disseminated to all construction personnel and it will be stressed that no construction activity (including storage or staging of equipment or materials) should occur within the ESA and that workers must remain outside of the ESA at all times. Additionally, personnel will be informed of historic preservation laws that protect archaeological sites against any disturbance or removal of artifacts.	TBD following selection of preferred alternative 2015
During Construction	Caltrans Archaeologist Consultant Archaeologist Resident Engineer Contractor	The Contractor will install temporary plastic "ESA" fencing. The fencing will be installed at least one day prior to initiating any work in those areas. An archaeologist qualified under the PA will coordinate this activity with the Resident Engineer, and be present to supervise and monitor fence installation.	TBD following selection of preferred alternative 2015
	Consultant Archaeologist Resident Engineer Contractor	ESA shall be photographed after placement of fencing and photographed again if the ESA is breached. Photographs will be provided to SHPO if there is a breach of ESA.	TBD following selection of preferred alternative 2015

Table 1 (Continued)

Stage	Responsible Parties	Task	Anticipated Completion Date
	Qualified Archaeologist under the PA Resident Engineer Contractor	The Resident Engineer and the Contractor will ensure that the fencing will be effectively maintained throughout the duration of the project and that cultural resources within the ESA shall be protected at all times from construction activities.	TBD following selection of preferred alternative 2015
Post Construction	Caltrans Archaeologist Environmental Construction- Liaison	The Environmental Construction Liaison will inform the Caltrans Archaeologist when construction is complete.	TBD following selection of preferred alternative 2015
	Resident Engineer Contractor	The Contractor, under supervision of an archaeologist qualified under the PA, will remove temporary "ESA" fencing at the conclusion of construction.	TBD following selection of preferred alternative 2015
Responsible parties as of January 2013	Environmental Branci Environmental Constr Resident Engineer: In	aeologist: Gary Jones, gary.jones@dot.ca.gov / (909) 383-73. h Chief: Gabrielle Duff / gabrielle.duff@dot.ca.gov / (909) 3 ruction-Liaison: Patraic.kelly@dot.ca.gov / (951) 232-8511 formation not available at this time anager: Information not available at this time	

ATTACHMENT A

Location of Environmentally Sensitive Area (ESA)



ESA SURROUNDING SITE CA-SBR-12989H

Site Boundary

Area of Potential Effects (APE)

65-foot buffer surrounding archaeological site CA-SBR012989H (T1S/R4W 1/4 of Section 24, San Bernardino Base and Meridian [SBBM])



FIGURE 1: LOCATION OF ENVIRONMENTALLY SENSITIVE AREA (ESA)

CA-SBD-12989H Interstate 10 Corridor Project San Bernardino and Los Angeles Counties 07-LA-10 PM 44.9/48.3 08-SBD-10 PM 0.0/R37.0 EA 0C2500 EFIS ID 0800000040

APPENDIX I

Bridge Inventory Sheet



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

		District 08			
San Rary	nardino County	District 00			
Bridge	Bridge Name	Location	Historical Significance	Year Y	⁄ear
Number		2000.1011	- 11510116411 - 3 191111164	Built Wi	
54 0442	SIXTH STREET OC	08-SBD-010-4.33-ONT	5. Bridge not eligible for NRHP	1971	
54 0443	CAMPUS AVENUE OC	08-SBD-010-4.02-ONT	5. Bridge not eligible for NRHP	1971	
54 0444	SULTANA AVENUE OC	08-SBD-010-3.75-UPL	5. Bridge not eligible for NRHP	1970	
<u>54 0445</u>	SR 83 / I-10 SEPARATION	08-SBD-083-11.10-UPL	5. Bridge not eligible for NRHP	<u>1970</u>	
54 0446	SAN ANTONIO AVENUE OC	08-SBD-010-2.92-UPL	5. Bridge not eligible for NRHP	1970	
54 0448	BENSON AVENUE UC	08-SBD-010-1.75-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0450	MONTE VISTA AVENUE UC	08-SBD-010-0.68-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0451	SAN ANTONIO WASH	08-SBD-010-0.32-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0453	MILLS AVENUE UC	08-SBD-010-0.01-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0454L	ETIWANDA-SN SEVN FLOOD CNTL CHANNEL	08-SBD-010-11.64	5. Bridge not eligible for NRHP	1953	1966
54 0454R	ETIWANDA-SN SEVN FLOOD CNTL CHANNEL	08-SBD-010-11.64	5. Bridge not eligible for NRHP	1966	
54 0454S	ETIWANDA-SN SEVN FLOOD CNTL CHANNEL	08-SBD-010-11.64	5. Bridge not eligible for NRHP	1953	
54 0459	MOUNT VERNON AVENUE OC	08-SBD-010-R23.25- COL	5. Bridge not eligible for NRHP	1967	
54 0460	PAVILLION SPUR OH	08-SBD-010-R22.86-	5. Bridge not eligible for NRHP	1956	1970
54 0461	NINTH STREET UC	COL 08-SBD-010-R22.71-	5. Bridge not eligible for NRHP	1956	1970
54 0462	LA CADENA DRIVE UC	COL 08-SBD-010-R22.62-	5. Bridge not eligible for NRHP	1956	1970
54 0462S	LA CADENA DR UC (EB OFF)	COL 08-SBD-010-R22.62-	5. Bridge not eligible for NRHP	1970	
54 0463	ETIWANDA AVENUE OC	COL 08-SBD-010-11.13-ONT	5. Bridge not eligible for NRHP	1955	1966
54 0464L	COLTON OH	08-SBD-010-R22.38-	5. Bridge not eligible for NRHP	1956	1970
54 0464R	COLTON OH	COL 08-SBD-010-R22.36- COL	5. Bridge not eligible for NRHP	1956	1970
54 0470	SR 18/I 15 SEPARATION	08-SBD-018-R96.60- VCTV	5. Bridge not eligible for NRHP	1975	
54 0471F	SANTA ANA RIVER (S215-E&W10)	08-SBD-215-4.21-COL	5. Bridge not eligible for NRHP	1964	1972
54 0471L	SANTA ANA RIVER	08-SBD-215-4.21-COL	5. Bridge not eligible for NRHP	1958	1972
54 0471R	SANTA ANA RIVER	08-SBD-215-4.21-COL	5. Bridge not eligible for NRHP	1972	
54 0472	REDLANDS OH	08-SBD-010-31.52-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0473	ORANGE SHOW RD OC	08-SBD-215-5.03-SBD	5. Bridge not eligible for NRHP	1972	
54 0474	WARM CREEK	08-SBD-215-5.23-SBD	5. Bridge not eligible for NRHP	1958	2010
54 0479L	INTERSTATE 215/10 SEPARATION	08-SBD-215-4.03-COL	5. Bridge not eligible for NRHP	1972	2015
54 0479R	INTERSTATE 215/10 SEPARATION	08-SBD-215-4.03-COL	5. Bridge not eligible for NRHP	1972	2015
54 0482G	N215-E10 CONNECTOR OH	08-SBD-215-3.72-COL	5. Bridge not eligible for NRHP	1959	
54 0482L	COLTON-LOMA LINDA YD OH	08-SBD-215-3.72-COL	5. Bridge not eligible for NRHP	1959	1972
54 0482R	COLTON-LOMA LINDA YD OH	08-SBD-215-3.72-COL	5. Bridge not eligible for NRHP	1973	
54 0483	MOJAVE RIVER	08-SBD-015-43.86-VCTV	5. Bridge not eligible for NRHP	1958	1971
54 0484	VICTORVILLE SEP & OH	08-SBD-015-43.47-VCTV	5. Bridge not eligible for NRHP	1958	1971
54 0485	EAST BRANCH LYTLE CREEK	08-SBD-215-6.31-SBD	5. Bridge not eligible for NRHP	1957	2010
54 0486M	WARM CREEK OVERFLOW	08-SBD-215-5.09-SBD	5. Bridge not eligible for NRHP		1972
54 0488	RIALTO AVENUE UC	08-SBD-215-6.66-SBD	Bridge not eligible for NRHP		2014
54 0489	REDLANDS LOOP OVERHEAD	08-SBD-215-6.59-SBD	Bridge not eligible for NRHP		2013
54 0495	YUCAIPA BLVD OC	08-SBD-010-35.50-	Bridge not eligible for NRHP	1989	
54 0499	BELL MOUNTAIN WASH	YUCP 08-SBD-015-47.39	Bridge not eligible for NRHP		2004
3. 2 .00		11 122 0.0 11.00		.555	



SM&I May 2015

Historical Significance - State Agency Bridges

		District 08			
San Par	nardino County	District 00			
Bridge	Bridge Name	Location	Historical Significance	Year	Year
Number					Wid/Ext
54 0442	SIXTH STREET OC	08-SBD-010-4.33-ONT	5. Bridge not eligible for NRHP	1971	
54 0443	CAMPUS AVENUE OC	08-SBD-010-4.02-ONT	5. Bridge not eligible for NRHP	1971	
54 0444	SULTANA AVENUE OC	08-SBD-010-3.75-UPL	5. Bridge not eligible for NRHP	1970	
54 0445	SR 83 / I-10 SEPARATION	08-SBD-083-11.10-UPL	5. Bridge not eligible for NRHP	1970	
54 0446	SAN ANTONIO AVENUE OC	08-SBD-010-2.92-UPL	5. Bridge not eligible for NRHP	1970	
54 0448	BENSON AVENUE UC	08-SBD-010-1.75-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0450	MONTE VISTA AVENUE UC	08-SBD-010-0.68-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0451	SAN ANTONIO WASH	08-SBD-010-0.32-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0453	MILLS AVENUE UC	08-SBD-010-0.01-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0454L	ETIWANDA-SN SEVN FLOOD CNTL CHANNEL	08-SBD-010-11.64	5. Bridge not eligible for NRHP	1953	1966
54 0454R	ETIWANDA-SN SEVN FLOOD CNTL CHANNEL	08-SBD-010-11.64	5. Bridge not eligible for NRHP	1966	
54 0454S	ETIWANDA-SN SEVN FLOOD CNTL CHANNEL	08-SBD-010-11.64	5. Bridge not eligible for NRHP	1953	
54 0459	MOUNT VERNON AVENUE OC	08-SBD-010-R23.25-	5. Bridge not eligible for NRHP	1967	
54 0460	PAVILLION SPUR OH	COL 08-SBD-010-R22.86- COL	5. Bridge not eligible for NRHP	1956	1970
54 0461	NINTH STREET UC	08-SBD-010-R22.71- COL	5. Bridge not eligible for NRHP	1956	1970
54 0462	LA CADENA DRIVE UC	08-SBD-010-R22.62- COL	5. Bridge not eligible for NRHP	1956	1970
54 0462S	LA CADENA DR UC (EB OFF)	08-SBD-010-R22.62- COL	5. Bridge not eligible for NRHP	1970	
54 0463	ETIWANDA AVENUE OC	08-SBD-010-11.13-ONT	5. Bridge not eligible for NRHP	1955	1966
54 0464L	COLTON OH	08-SBD-010-R22.38-	5. Bridge not eligible for NRHP	1956	1970
54 0464R	COLTON OH	COL 08-SBD-010-R22.36- COL	5. Bridge not eligible for NRHP	1956	1970
54 0470	SR 18/I 15 SEPARATION	08-SBD-018-R96.60- VCTV	5. Bridge not eligible for NRHP	1975	
54 0471F	SANTA ANA RIVER (S215-E&W10)	08-SBD-215-4.21-COL	5. Bridge not eligible for NRHP	1964	1972
54 0471L	SANTA ANA RIVER	08-SBD-215-4.21-COL	5. Bridge not eligible for NRHP	1958	1972
54 0471R	SANTA ANA RIVER	08-SBD-215-4.21-COL	5. Bridge not eligible for NRHP	1972	
<u>54 0472</u>	REDLANDS OH	08-SBD-010-31.52-RDL	5. Bridge not eligible for NRHP	<u>1962</u>	2008
54 0473	ORANGE SHOW RD OC	08-SBD-215-5.03-SBD	5. Bridge not eligible for NRHP	1972	
54 0474	WARM CREEK	08-SBD-215-5.23-SBD	5. Bridge not eligible for NRHP	1958	2010
54 0479L	INTERSTATE 215/10 SEPARATION	08-SBD-215-4.03-COL	5. Bridge not eligible for NRHP	1972	2015
54 0479R	INTERSTATE 215/10 SEPARATION	08-SBD-215-4.03-COL	5. Bridge not eligible for NRHP	1972	2015
54 0482G	N215-E10 CONNECTOR OH	08-SBD-215-3.72-COL	5. Bridge not eligible for NRHP	1959	
54 0482L	COLTON-LOMA LINDA YD OH	08-SBD-215-3.72-COL	5. Bridge not eligible for NRHP	1959	1972
54 0482R	COLTON-LOMA LINDA YD OH	08-SBD-215-3.72-COL	5. Bridge not eligible for NRHP	1973	
54 0483	MOJAVE RIVER	08-SBD-015-43.86-VCTV	5. Bridge not eligible for NRHP	1958	1971
54 0484	VICTORVILLE SEP & OH	08-SBD-015-43.47-VCTV	5. Bridge not eligible for NRHP	1958	1971
54 0485	EAST BRANCH LYTLE CREEK	08-SBD-215-6.31-SBD	5. Bridge not eligible for NRHP	1957	2010
54 0486M	WARM CREEK OVERFLOW	08-SBD-215-5.09-SBD	5. Bridge not eligible for NRHP	1958	1972
54 0488	RIALTO AVENUE UC	08-SBD-215-6.66-SBD	5. Bridge not eligible for NRHP	1957	2014
54 0489	REDLANDS LOOP OVERHEAD	08-SBD-215-6.59-SBD	5. Bridge not eligible for NRHP	1957	2013
54 0495	YUCAIPA BLVD OC	08-SBD-010-35.50-	5. Bridge not eligible for NRHP	1989	
54 0499	BELL MOUNTAIN WASH	YUCP 08-SBD-015-47.39	5. Bridge not eligible for NRHP	1958	2004



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

		District 08			
San Bern	ardino County				
Bridge Number	Bridge Name	Location	Historical Significance		Year Wid/Ext
54 0561	CAJON CREEK	08-SBD-138-R14.94	5. Bridge not eligible for NRHP	1969	
54 0562	PLY WASH	08-SBD-040-147.76	5. Bridge not eligible for NRHP	1957	1967
54 0563R	WOOD WASH	08-SBD-040-148.07	5. Bridge not eligible for NRHP	1957	
54 0564	DALE EVANS ROAD OC	08-SBD-015-51.83	5. Bridge not eligible for NRHP	1972	
54 0565	WILD WASH ROAD OC	08-SBD-015-55.96	5. Bridge not eligible for NRHP	1972	
54 0566	HODGE ROAD OC	08-SBD-015-60.16	5. Bridge not eligible for NRHP	1972	
54 0567	OUTLET CENTER DRIVE OC	08-SBD-015-65.84	5. Bridge not eligible for NRHP	1972	
54 0569	ARCTIC CANYON WASH	08-SBD-018-68.45	5. Bridge not eligible for NRHP	1958	
54 0570	WEST REDLANDS OH	08-SBD-010-27.64-LMLN	5. Bridge not eligible for NRHP	1962	1990
54 0572	POWER LINE WASH	08-SBD-015-52.34	5. Bridge not eligible for NRHP	1958	2005
54 0573	DRIFT WASH	08-SBD-015-68.19	5. Bridge not eligible for NRHP	1958	2003
54 0574	CHINO CREEK CHANNEL	08-SBD-000-0.00-CHN	5. Bridge not eligible for NRHP	1960	
54 0578	CHURCH STREET UC	08-SBD-010-31.41-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0579	SIXTH STREET UC	08-SBD-010-31.01-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0580	EUREKA STREET UC	08-SBD-010-30.66-RDL	5. Bridge not eligible for NRHP	1962	1990
54 0581	INTERSTATE 10 / STATE ROUTE 38 SEP	08-SBD-010-30.88-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0582	UNIVERSITY STREET UC	08-SBD-010-31.87-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0583	TEXAS STREET UC	08-SBD-010-30.38-RDL	5. Bridge not eligible for NRHP	1962	1990
54 0584	CITRUS AVENUE UC	08-SBD-010-31.99-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0585	CYPRESS AVENUE UC	08-SBD-010-32.11-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0586	PALM AVENUE UC	08-SBD-010-32.36-RDL	5. Bridge not eligible for NRHP	1962	2008
<u>54 0587</u>	HIGHLAND AVENUE UC	08-SBD-010-32.61-RDL	5. Bridge not eligible for NRHP	<u>1962</u>	2008
54 0588	FORD STREET UC	08-SBD-010-33.13-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0589	REDLANDS BLVD OFF-RAMP UC	08-SBD-010-33.29-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0590	WABASH AVENUE OC	08-SBD-010-34.29-RDL	5. Bridge not eligible for NRHP	1962	
54 0591	COLTON AND NEW YORK AVENUE UC	08-SBD-010-30.10-RDL	5. Bridge not eligible for NRHP	1962	1990
54 0592	TENNESSEE ST OC	08-SBD-010-29.82-RDL	5. Bridge not eligible for NRHP	1962	1992
54 0593	ALABAMA STREET OC	08-SBD-010-29.31-RDL	5. Bridge not eligible for NRHP	1962	
54 0594	NEVADA STREET UC	08-SBD-010-28.80-RDL	5. Bridge not eligible for NRHP	1962	1990
54 0595	CALIFORNIA STREET UC	08-SBD-010-28.30-RDL	5. Bridge not eligible for NRHP	1962	1990
54 0596	MOUNTAIN VIEW AVENUE UC	08-SBD-010-27.30-LMLN	5. Bridge not eligible for NRHP	1962	1990
54 0597	RICHARDSON STREET OC	08-SBD-010-26.81-LMLN	5. Bridge not eligible for NRHP	1962	
54 0598	TIPPECANOE AVENUE UC	08-SBD-010-26.27-LMLN	5. Bridge not eligible for NRHP	1962	1990
54 0599	SAN TIMOTEO CREEK	08-SBD-010-25.54-SBD	5. Bridge not eligible for NRHP	1962	1990
54 0600	WATERMAN AVENUE UC	08-SBD-010-25.26-SBD	5. Bridge not eligible for NRHP	1962	1993
54 0601	HUNTS LANE UC	08-SBD-010-24.76-COL	5. Bridge not eligible for NRHP	1962	1972
54 0608	DRY MORONGO WASH	08-SBD-062-0.01	5. Bridge not eligible for NRHP	1963	
54 0609S	WEST BAKER OFF-RAMP OC	08-SBD-015-R135.81	5. Bridge not eligible for NRHP	1965	
54 0610	ROUTE 127/15 SEPARATION	08-SBD-127-L0.01	5. Bridge not eligible for NRHP	1965	
54 0611S	EAST BAKER OC	08-SBD-015-R138.46	5. Bridge not eligible for NRHP	1965	
54 0612	NIPTON ROAD OC	08-SBD-015-176.46	5. Bridge not eligible for NRHP	1963	1995
54 0613	BAILEY ROAD OC	08-SBD-015-171.47	5. Bridge not eligible for NRHP	1963	
54 0615	16TH STREET OC	08-SBD-010-36.44- YUCP	5. Bridge not eligible for NRHP	1962	

APPENDIX J

DPR 523 Forms

State of California The Resources Agency DEPARTMENT OF PARKS AND RECREATION		•	Primary #_36-015982 (Update)			
DEI AKTIMENT OF TAKKS AND RECK	LATION	HR # Trinomial				
PRIMARY RECORD			ode 1S			
	Other Listings					
	Review Code Re	viewer		Da	ite	
Page1 of3						
	ue/State Route 83					
P1. Other Identifier: Map Referen		g.	D 1'			
	ation Unrestricted	a. County <u>San</u>			D.M.	
b. USGS 7.5' Quad c. Address <u>Euclid Ave.</u>	Date			1/4 of Sec;		
d. UTM: (Give more than one for		Zone		mE/		
e. Other Locational Data: (e.g. p Euclid Avenue (SR 83) where it crosses	parcel #, legal description, direc	ctions to resource, el	evation, addit			
Euclid Avenue/State Route 83 is located Register of Historic Places. Euclid Avenue/State Route 83 was prevand under Criterion C for its landscape The NRHP-listed property boundary con Philadelphia (Ely) Street in Ontario. Chastone curbs and gutters, the Women's Chastorical Landmark and California Poil landscape and vintage street lights. Nor RR overpass, the bridge which crosses eligible for listing in the National Regis submitted for this resource, and the resurbetermination of Eligibility for Euclid	viously listed in the NRHP under architecture significance. The pensists of the 200-foot wide publicaracter-defining features of the Ehristian Temperance Union (WC int of Historical Interest [P450]), a-contributing features include the I-10 (54 0445), and the modern of ster of Historic Places (NRHP) builts of this nomination are unkno	eference No.1a), and in a criterion A for its concrited of significance is it right-of-way of Euclin NRHP-listed historic part of the Mand the bridal path. One mule car display (Capast concrete curbs In by the Keeper of the Rewn. In 2000, Caltrans	mmunity plant 1882 to 1940 lid Avenue betoroperty included donna of the Tontributing la alifornia Point 1977, Euclid A	ning and development, and is significant on tween 24th Street in U le the 60-foot wide me Frail Monument (also indscape features inclused Historic Interest [Pavenue was formally of the control of the c	significance the state level. pland and edians, historic a State dde mature 2342]), the SP determined omination was	
	butes and codes) <u>HP11 Engine</u>			Trail District □ Other (Isola	ates, etc.)	
P5a. Photograph or Drawing (Photo	ograph required for buildings, stru	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Photo No. P1 10/4/2012	rans	north;	
			SState			
			P8. Recorde Carrie Chaste Applied Earth 133 N. San G Pasadena, CA	nworks abriel Blvd., #201 A 91107		
_		<u> </u>				
			PProject Re	eview		
* P11. Report Citation: (Cite survey re I-10 Corridor Improvement Pro						
					Object Descri	
	cation Map Sketch Map Record Linear Feature Reco	✓ Continuation Shert rd Milling Station		uilding, Structure, and Rock Art Record	Artifact Record	
Photograph Record Other: (Lis			recold []	TOOK AIT INGCOID	Ailliaul Necolu	

State of California The Resources Agency		Primary #_36-015982 (Update)	
DEPARTMENT OF PARKS AND RECREATION		HR #	
CONTINUATION SHEET		Trinomial	
	/A-a-i	E1: J A/State Dte 92	
Page 2 of 3 * Resource Name or #:	(Assigned by recorder	Eucha Avenue/State Route 85	
* Recorded by: Carrie Chasteen			* Date: 3/10/2014
✓ Continuation			

P3a. Description continued:

which was not submitted to the California State Historic Preservation Officer (SHPO) for review or concurrence. In 2005, Euclid Avenue was listed in the NRHP by the Keeper as a structure under Criteria A and C. See Appendix B in the Historical Resources Evaluation Report prepared for this Project for the previous NRHP documentation prepared for this resource.

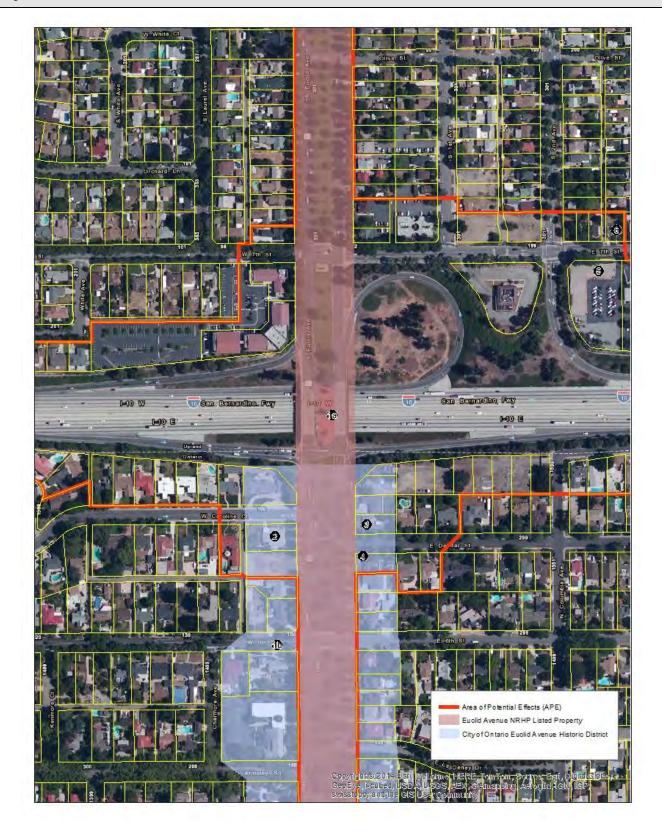
State of California - The Resources Agency DEPARTMENT OF PARKS AND RECREATION

Primary# HRI # Trinomial

CONTINUATION SHEET

Property Name: <u>Euclid Avenue/ State Route 83</u>

Page <u>3</u> of <u>3</u>



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
HRI #

PRIMARY RECORD
Trinomial CA-SBR-12989H
NRHP Status Code
Other Listings
Review Code Reviewer Date
*Resource Name or #: (Assigned by recorder) Æ-HOV-2H

MAP REFERENCE NO. 29

Page	1 of 9		
P1.	Other Identifier:		
*P2.	Location: *a. County San Bernardino, CA		⋈ Not for Publication □ Unrestricted
	*b. USGS 7.5' Quad Redlands, CA		Date 1967; revised 1988
	T 1 S; R 4 W; SW 1/4 of SE	1/4 of	Sec 24; S.B.B.M.
	c. Address:	City	Zip
	d. Zone 11 (NAD 83) 477067 mE/	3769478 mN (ce	ntral point within site area)
	e. Other Locational Data (e.g., parcel #, legal	description, directio	ns to resource, additional UTMs, etc., when
	appropriate): Æ-HOV-2H is situated within a trial	ngular configuration	of trees at the northeast corner of a flat, open field
	bordered to the north by the I-10 Freeway, to the s	south by Redlands B	slvd., to the east by Curtis Street and private homes,
	and the west by the lot containing the remains of t	he former Tri-City I	Drive-in Theater (recorded as Æ-HOV-1H) and
	Richardson Street (which borders the western edge	e of the old Drive-in	Theater lot). The UTM coordinates provided
	above are an approximate central point within the	site area. An appro-	ximate 20 ft high trunk of a dead (pepper?) tree
			oordinates 477082 mE / 3769460 mN serves as site
	datum.	•	

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): Measuring approximately 170 x 145 ft (E-W x N-S), Æ-HOV-2H consists of a historical farmstead site containing a razed cobble-and-mortar house foundation (Feature 1), a second razed cobble-and-mortar foundation (Feature 2) of a much smaller building situated adjacent to the main house foundation, and a sparse-to-moderate density scatter of domestic refuse (e.g., bottle glass, ceramic items) and construction debris. Landscaped trees (pepper trees [both dead and alive], one scrub oak, and one large unidentified shrub) are situated around the periphery of the site area. It should be noted that in addition to razing of the buildings, the site is situated within a currently fallow (but recently disked) agricultural field that has been repeatedly plowed and disked for decades, and all of the domestic and other refuse present within the site area is highly fragmented (extremely small pieces), and temporally diagnostic items are far and few between. Most cultural materials appear to date to ca. 1920s to ca. 1940s or later; however, some materials observed (e.g., one piece of sun-colored amethyst glass [ca. 1880s–1920], blue-on-white hand painted transfer ware, annular ware, one salt-glazed ceramic ink well, one piece of Chinese brown ware, and porcelain doll fragments) suggest that the site area may have been occupied as early as the late 1800s or around the turn-of-the century. This proposed span of site use/occupation coincides well with historical archival information gathered on the site area and surrounding property, that indicates the farmstead and surrounding parcel was occupied and farmed by the pioneer Curtis family as early as 1895, and as late as the 1950s (see Historical Information [A11] on the Archaeological Site Record). Further information and descriptions of the foundations and cultural materials observed are provided in A4 and A5 on the Archaeological Site Record (see also Plan View of Features 1 and 2).

It should also be noted that due to repeated plowing and disking of the field surrounding the razed foundations, that plow drag has scattered some cultural materials outside of the currently established site boundaries. The site boundaries shown on the site map reflect the extent of the denser concentrations of cultural materials, as well as the landscaped trees, but do not encompass materials that appear to have been more widely scattered by agricultural activities.

P3b.	Resource Attributes (List all attribute	es and codes):	AH 2: Four	ndations;	AH 3: Lands	caping; AH 4: Trash Scatte	21
P4.	Resources Present: Other:	□ Building	□ Structure	□ Object	⊠ Site	□ District	□ Element of District	
P5.	Photograph or Drawing: (Photograph required for buildings, structures, and objects.)							
P6.	Date Constructed/Age	and Source	e: 🗆 Prehis	storic	⊠H	istoric	□ Both	
P7.	Owner and Address:	Unknown: AF	PN 028124109					

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # 36-014510

HRI#

Trinomial CA-SBR-12989H

NRHP Status Code

*Resource Name or #: (Assigned by recorder) Æ-HOV-2H

MAP REFERENCE NO. 29

Page 2	2 of 9				
*P8.	Recorded by (Name, affiliation, address): D. McDougall, P. Moloney, Applied EarthWorks, Inc., 3292 E. Florid Ave., Suite A, Hemet, CA 92544.				
P9.	Date Recorded:	12 December 2008.			
*P10.	Type of Survey: Describe: Maxin	☑ Intensive num of 15 m pedestrian	□ Reconnaissance transects.	□ Other	
*P11.	Additional Project Fron	n Haven Avenue to Fora epared by Applied Earth	Works, Inc., Hemet, CA. Report s	California (08-SBD; P.M. 8.20/33.43	
Object	Record ⊠ Archaeolo	gical Site Record	ite Map Continuation Shee District Record Linear Fea	ature Record Milling Station	

State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION** Primary # Trinomial

36-014510 CA-SBR-12989H

ARCHAEOLOGICAL SITE RECORD

*Resource Name or # (Assigned by recorder) Æ-HOV-2H

MAP REFERENCE NO. 29

Page	3	of	9
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Page *A1.	3 of 9 Dimensions: a. Length: 170 ft (E-W) b. Width: 145 ft (N-S)
	Method of Measurement: □ Paced □ Taped □ Visual estimate ☒ Other GPS mapping; submeter accuracy.
	Method of Determination (Check any that apply): ⊠ Artifacts ⊠ Features □ Soil ⊠ Vegetation □ Topography □ Cut bank □ Animal burrow □ Excavation □ Property boundary □ Other (explain):
	Reliability of Determination: □ High ☑ Medium □ Low Explain: Plowing and disking have scattered cultural materials beyond the currently defined site boundaries (see discussion in P3a).
	Limitations (Check any that apply): □ Restricted access □ Paved/built over ☒ Disturbances □ Site limits incompletely defined □ Other (Explain): See Reliability of Determination and discussion in P3a.
A2.	Depth: □ None ☑ Unknown Method of Determination: Surface examination only.
*A3.	Human Remains: □ Present ⊠ Absent □ Possible □ Unknown (Explain):
*A4.	Features (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map): Features observed include one razed cobble-and-mortar foundation of a residential building (Feature 1), as well as a second cobble-and-mortar foundation of a much smaller building (Feature 2) of undetermined function that is situated adjacent to the northwest corner of the main residential building foundation (see Plan View of Features 1 and 2).
	Feature 1. As noted above, Feature 1 consists of a razed cobble-and-mortar foundation of a residential building. As shown on the attached Plan View, the more intact wall segments suggest a four room building measuring approximately 40 x 27 ft (N-S x E-W). The foundation walls are mostly one foot thick, and currently rise from the ground level to 3-
	10-in. high above the surrounding ground surface. The depths of the walls are unknown, but an exposure of the interior side of one wall at the northwest corner of the building extends at least 2 ft below ground surface. Brick rubble surrounding the foundation indicates that at least portions of the upper building above the foundation were constructed of brick. Small bits of asphalt composite roof shingles suggest that the roof of the building was improved/upgraded at least once since original construction.
	Factions 2. Situated at amound level 0 ft to the west from the northwest someon of Factions 1. Factions 2 consists of the road

Feature 2. Situated at ground level 9 ft to the west from the northwest corner of Feature 1, Feature 2 consists of the razed foundation remnants of a much smaller building of undetermined function, and of rectangular configuration measuring 10 x 9 ft (E-W x N-S). The walls of the Feature 2 foundation are of the same construction (cobble-and-mortar) and thickness (1 ft) as Feature 1; depth of the walls is unknown.

*A5. Cultural Constituents (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with feature): Cultural materials are scattered throughout the site area, but the densest concentrations occur to the immediate north of Features 1 and 2, and surrounding the scrub oak/pepper tree cluster in the northwestern site area. As noted in P3a, all materials are highly fragmented into very small pieces (100s) due to razing of the buildings, and repeated plowing and disking of the field surrounding the building foundations. Additionally, plow drag has scattered some cultural materials beyond the site boundaries as currently defined. Cultural materials observed are described below by material and/or functional class.

Ceramic types observed on site include: plain whiteware; both mint and orange colored "Bauer" ware (1905 to ca. 1958; Kovel and Kovel 1986); Chinese brown ware (1 piece); green-on-white, polychrome-on-white, and red-on-white floral decal transfer prints; blue-on-white hand-painted transfer ware; annular ware (blue and white bands on mocha, and black band on mocha); one salt-glazed stoneware ink bottle or well (short cylindrical body 2 ¼ x 1 ¼ inches [dia. x height to shoulder]; whiteware with gilt rim; brown salt-glazed stoneware crockery; molded whiteware with floral design (cup handle and dish lid); porcelain doll fragments (2); and terra cotta.

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION

ARCHAEOLOGICAL SITE RECORD

Primary # 36-014510 Trinomial CA-SBR-12989H

*Resource Name or # (Assigned by recorder) Æ-HOV-2H

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Glass types observed include: flat glass (aqua and clear); sun-colored amethyst (1 piece) (ca. 1880s to 1920; Lockhart 2006); aqua, brown, clear, green, olive (wine), and milk glass bottle fragments; milk glass canning jar lid liners; clear glass lamp chimneys; clear glass with molded floral pattern; one small rectangular nail polish bottle (1-in. high by 0.5-in. square) with vertically ribbed body with "CUTEX / 7" embossed on base (1912 to ?; Hull-Walski and Ayers 1989:90); and ruby glass with a cross-hatched textured exterior (1 piece). Miscellaneous items include: porcelain electrical insulators; salt-glazed sewer pipe; cement standpipe (laying on ground) 6 ft long, 1 ft 10-in. diameter with impressed mark of "T / 18 33"; horseshoe (1); galvanized sheet metal straps; ferrous metal straps; a lead Old English stylized letter "E"; a wood/metal furniture pull knob embossed with "H"; one wooden door knob painted light blue; brick rubble; fragments of asphalt composite roof shingles; one molded piece of refined coal (or coke); milled lumber fragments (3 3/8 x 1 1/2 inches) with wire nails; one pismo clam shell fragment; and fragments of unburned, highly weathered large

	mark of "T / 18 33"; horseshoe (1); galvanized sheet metal straps; ferrous metal straps; a lead Old English stylized letter "E"; a wood/metal furniture pull knob embossed with "H"; one wooden door knob painted light blue; brick rubble; fragments of asphalt composite roof shingles; one molded piece of refined coal (or coke); milled lumber fragments (3 3/8 x 1 1/2 inches) with wire nails; one pismo clam shell fragment; and fragments of unburned, highly weathered large mammal bone.
*A6.	Were Specimens Collected? ☑ No ☐ Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)
*A7.	Site Condition: \square Good \square Fair \boxtimes Poor (Describe disturbances): Site integrity is impaired. The buildings have been razed, resulting in much of the remaining foundation work being broken and displaced from their original alignments. Additionally, razing, plowing, and disking has reduced all cultural materials to very small fragments, and scattered much of the cultural materials into the surrounding fields beyond the currently defined site boundary.
*A8.	Nearest Water (Type, distance, and direction): Santa Ana river approximately 1.0 mile due north; may have been a well on site that is no longer evident.
*A9.	Elevation: 1,100 ft amsl.
A10.	Environmental Setting (Describe vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc., as appropriate): Æ-HOV-2H is situated within an open plowed/disked agricultural field amidst clusters of live and dead pepper trees, one scrub oak, and one large unidentified shrub. Soils consist of loose silty sand with small angular gravels of granite and quartz. Exposure is open/360°. Apart from the landscaped trees and shrubs, vegetation is non-native, invasive species (primarily mustard).
A11.	Historical Information (Note sources and provide full citations in Field A15 below): As was noted in P3a, archival documents indicate the parcel in which Æ-HOV-2H is located was homesteaded and farmed by George W. Curtis and family as early as 1895. The Curtis family retained ownership and occupied the parcel though the 1950s. Although it remains unclear whether the foundations recorded herein as Features 1 and 2 represent the original homestead buildings, examination of a 9 x 10' quadrangle dated 1939, as well as aerial photographs dated 1949 and 1959 show a residential building in the location of Features 1 and 2. Thus, Features 1 and 2 appear to have occupied by the Curtis family at least as early as 1939 (Earle 2009).
*A12.	Age: □ Prehistoric □ Pre-Colonial (1500–1769) □ Spanish/Mexican (1769–1848) □ Early American (1848–1880) ☒ Turn of century (1880–1914) ☒ Early 20 th century (1914–1945) ☒ Post WWII (1945+) □ Undetermined Factual or estimated dates of occupation (explain): See discussion in P3a and A11.
Δ13	Interpretations (Discuss scientific interpretive ethnic and other values of site if known): #E-HOV-2H consists

A13. Interpretations (Discuss scientific, interpretive, ethnic, and other values of site, if known): Æ-HOV-2H consists of a historical farmstead site occupied by the Curtis family as early as 1895 (possibly earlier). The family retained ownership and continued farming the parcel through the 1950s. Although it remains unclear whether the foundations recorded herein as Features 1 and 2 represent the original homestead buildings, they were certainly present and occupied by 1939. It remains unclear when the buildings were razed.

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION

ARCHAEOLOGICAL SITE RECORD

Primary #
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*Resource Name or # (Assigned by recorder) Æ-HOV-2H

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- A14. Remarks: Æ-HOV-2H is located in a proposed Construction Staging Area (CSA No. 4) associated with the proposed Interstate 10 High Occupancy Vehicle Lane (I-10 HOV) project. Hollow subsurface features (i.e., privies, cisterns) may be present and these have the potential to contain significant subsurface cultural deposits that could yield important data regarding the historical development of the Redlands area. Therefore, for the purposes of this Project undertaking, CA-SBR-12989H shall be assumed eligible for the NRHP, and an Environmentally Sensitive Area (ESA) will be established pursuant to Stipulation VIII.C.3 of the Caltrans Section 106 Programmatic Agreement (Section 106 PA) among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and Caltrans. This ESA will include a 100-ft buffer around the documented boundaries of the site.
- **A15.** References (Give full citations including the names and addresses of persons interviewed, if possible): Earle, D. (Earle & Associates)
 - 2009 Land Use History of Parcel 028124109, Redlands Boulevard, Loma Linda, CA. In: *Archaeological Survey Report for Interstate 10 HOV Lane Additional Project From Haven Avenue to Ford Street, San Bernardino County, California (08-SBD; P.M. 8.20/33.43; EA OC2500.* Report prepared by Applied EarthWorks, Inc., Hemet, CA. Report submitted to Caltrans District 8, Cultural Resources Division, San Bernardino, CA.

Hull-Walski, D. A., and J. E. Ayers

1989 The Historical Archaeology of Dam Construction Camps in Central Arizona, Vol. 3: Laboratory Methods and Database Computerization. Prepared by Dames & Moore, Phoenix, AZ. Report submitted to the U. S. Bureau of Reclamation, Phoenix, AZ.

Kovel, R., and T. Kovel

1986 Kovels' New Dictionary of Marks, Pottery & Porcelain 1850 to the Present. Crown Publishers, Inc., New York.

Lockhart, B.

2006 The Color Purple: Dating Solarized Amethyst Container Glass. In: *Historical Archaeology* 2006 40(2):45-56.

- **A16. Photographs** (List subjects, direction of view, and accession numbers or attach a Photograph Record): See attached Photographic Record.
- *A17. Form Prepared by: D. McDougall Date: 01/08/09
 Affiliation and Address: Applied EarthWorks, Inc., 3292 E. Florida Ave., Suite A, Hemet, CA 92544.

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION PHOTOGRAPH RECORD

Primary # Trinomial

36-014510 CA-SBR-12989H

*Resource Name or # (Assigned by recorder) Æ-HOV-2H

MAP REFERENCE NO. 29

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Temporary Number/Resource Name: Æ-HOV-2H

Project Name: I-10 HOV

Image Type: 9 (bw) 35mm B&W film □ (cp) 35mm Color Print film □ (cs) 35mm Color Slide film

9 (df) Digital-Floppy disk ☑ (dm) Digital-Memory flash card

Camera Type and Model: Nikon Coolpix 4300

Film Type and Speed: Flashcard Roll Number: I-10 HOV-1-dm

Year: 2008

Mo.	Day	Time	Frame/ File Name	Subject/Description	Facing
12	12	1130	DSCN0021	Æ-HOV-2H; datum from northeast corner of Feature 1.	SE
12	12		DSCN0022	Æ-HOV-2H; overview from datum.	W
12	12		DSCN0023	Æ-HOV-2H; site overview from datum looking northwest.	NW
12	12		DSCN0024	Æ-HOV-2H; site overview from datum.	N
12	12		DSCN0025	Æ-HOV-2H; overview of Feature 1 from northeast.	SW
12	12	1135	DSCN0026	Æ-HOV-2H; overview of Feature 1 from east.	W
12	12	1140	DSCN0027	Æ-HOV-2H; overview of Feature 1 from southwest.	NE
12	12		DSCN0028	Æ-HOV-2H; overview of Feature 2.	N
12	12	1145	DSCN0029	Æ-HOV-2H; concrete standpipe.	S
12	12		DSCN0030	Æ-HOV-2H; concrete standpipe; close-up of impressed marks.	Down
12	12	1148	DSCN0031	Æ-HOV-2H; ceramic doll fragment.	Down
12	12	1200	DSCN0032	Æ-HOV-2H; ceramic ink bottle.	Down

CONTINUATION SHEET

Page 7 of 9

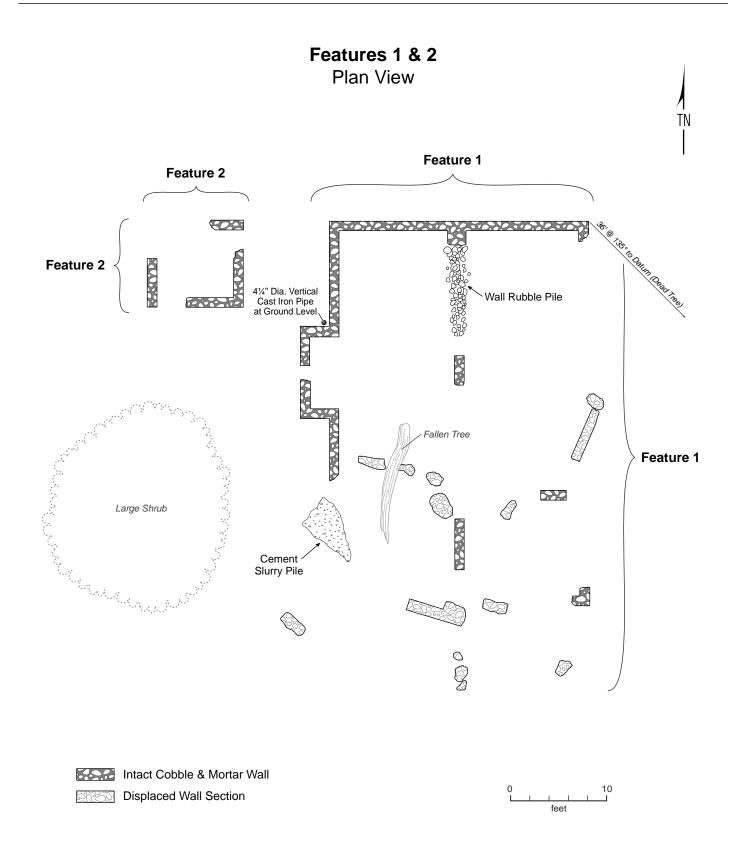
*Resource Name or # (Assigned by recorder): Æ-HOV-2H

Primary # 36-014510

Trinomial CA-SBR-12989H

HRI#

*Recorded by: D. McDougall *Date: December 2008



State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION SKETCH MAP**

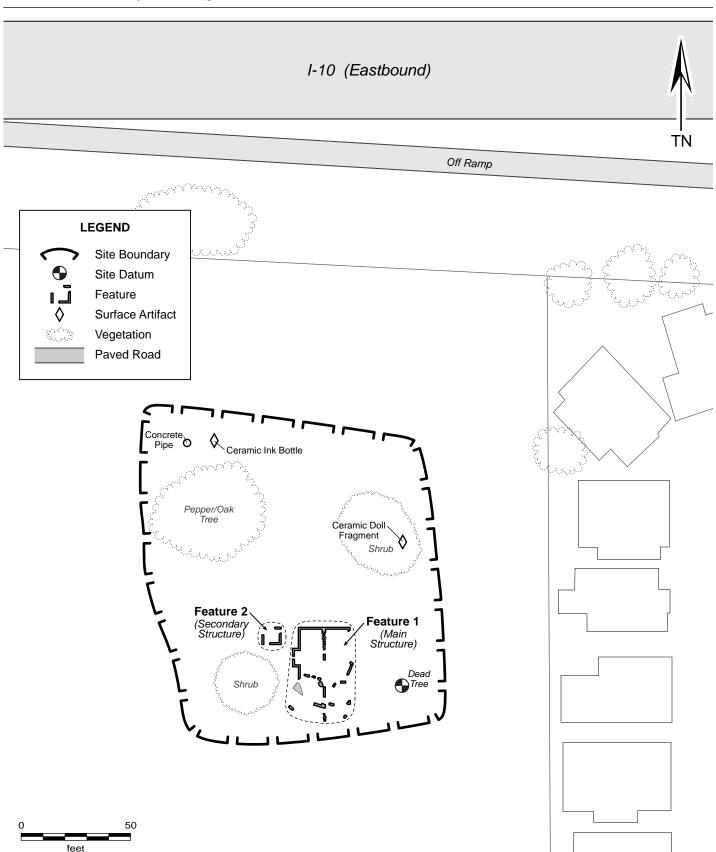
Primary # 36-014510

HRI#

Trinomial CA-SBR-12989H

Page 8 of 9 *Resource Name or # (Assigned by recorder): Æ-HOV-2H

*Drawn by: P. Moloney, D. McDougall **Scale:** 1'' = 50 ft.*Date of map: December 2008



Primary # 36-014510

HRI#

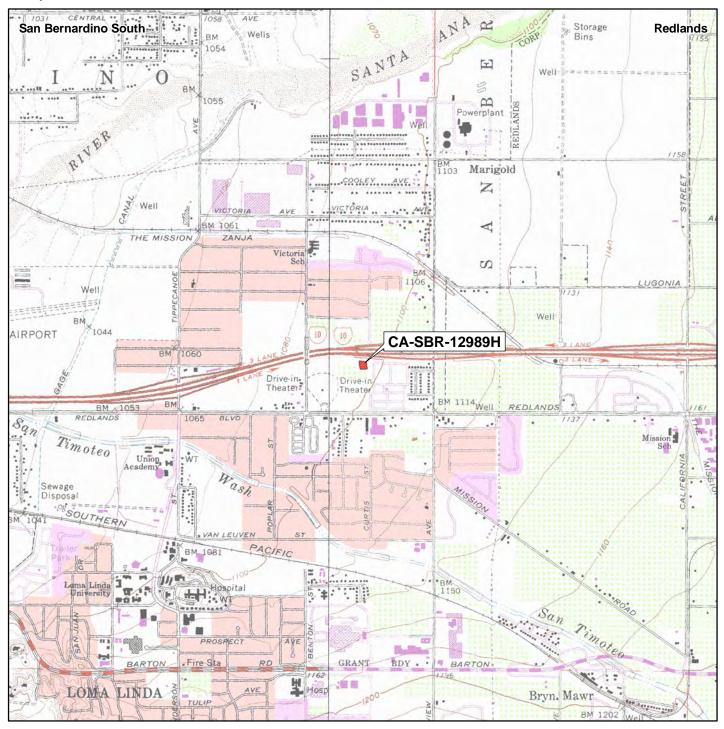
Trinomial CA-SBR-12989H

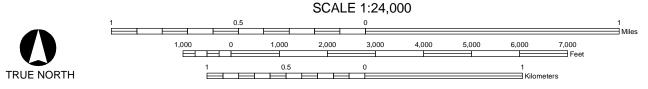
Page 9 of 9

*Resource Name or #: Æ-HOV-2H

*Map Name: Redlands (1967-1985) and San Bernardino South (1967-1980), CA

***Scale:** 1:24,000 *Date: 2008





State of California The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary #
DDIMARY DECORD	Trinomial <u>CA-SBR-8092H (Update)</u>
PRIMARY RECORD	NRHP Status Code 18
· · · · · · · · · · · · · · · · · · ·	rical Landmark No.43; Engineering Landmark No.21
	erDate
Page 1 of 1	
* Resource Name or #: Mill Creek Zanja Mon Reference No. 48	
P1. Other Identifier: <u>Map Reference No. 48</u> * P2. Location: ✓ Not for Publication ☐ Unrestricted	a. County San Bernardino
b. USGS 7.5' Quad Date	•
c. Address	
d. UTM: (Give more than one for large and/or linear feature)	Zone 11 , 484202 mE/ 3768733 mN
e. Other Locational Data: (e.g. parcel #, legal description, directions The Mill Creek Zanja passes under Interstate 10 near Sylvan Park in t	
* P3a. Description: (Describe resource and its major elements. Include desired Mill Creek Zanja (CA-SBR-8092H) is a linear canal structure which be ends near the Asistencia in the Mission District of Loma Linda. The Modepth and width. The Mill Creek Zanja was constructed in 1819 by Nawater was brought in to irrigate crops. The Mill Creek Zanja was preventistorical Landmark No. 43, and was designated Engineering Landmark Society of Civil Engineers. The boundary of the Mill Creek Zanja is lifelements of the resource adjacent to the Project area include an open of approximately four feet in depth. Portions of the Mill Creek Zanja have evident in the section the canal which crosses the APE.	begins at the Mill Creek, traverses the City of Redlands, and Mill Creek Zanja is an earthen ditch of varying degrees of ative Americans associated with the Asistencia, and the riously listed in the NRHP, was designated California ark No. 21 by the Los Angeles Section of the American imited to the footprint of the structure itself. Contributing ditch ranging from five to eight feet in width and
* P3b. Resource Attributes: (List attributes and codes) HP11 Engineering * P4. Resources Present: □ Building ☑ Structure □ Object □ Site P5a. Photograph or Drawing (Photograph required for buildings, structures)	e District Element of District Other (Isolates, etc.)
	* P7. Owner and Address:
	San Bernardino County
	Flood Control District
	DSpecial District
	* P8. Recorded by: (Name, affiliation, address)
	Carrie Chasteen
	Applied Earthworks
	133 N. San Gabriel Blvd., #201
	Pasadena, CA 91107
	* P9. Date Recorded: 3/24/2014 * P10. Survey Type: (Describe)
	Intensive Survey
	Section 106 Compliance
	PProject Review
* P11. Report Citation: (Cite survey report/other sources or "none") Histo	
I-10 Corridor Improvement Project, San Bernardino and Los A	
* Attachments: ✓ NONE	Continuation Sheet Building, Structure, and Object Record Milling Station Record Rock Art Record Artifact Record

DPR 523A (1/95) * Required Information

□ Photograph Record ✓ Other: (List) DPR 523 Update forms

DEPARTMENT OF PARKS AND RECREATION				
	HR #			
DDIMARY DEGCES	Trinomial			
PRIMARY RECORD	NRHP Status Code 2S2			
Other Listings				
Review Code Reviewe	erDate			
Page _1_ of _5_				
* Resource Name or #: 1055 E Highland Ave.				
P1. Other Identifier: Map Reference No. 66				
* P2. Location: Not for Publication Vunrestricted	a. County San Bernardino			
b. USGS 7.5' Quad Date	· · · · · · · · · · · · · · · · · · ·			
c. Address 1055 E. Highland Ave.				
d. UTM: (Give more than one for large and/or linear feature)	Zone,mE/mN			
e. Other Locational Data: (e.g. parcel #, legal description, directions				
APN: 017338257 Legal: SUB OF LOT 2 BLK B AND LOT 2 BLK 34 2N HIGHLAND AVE 475 FT NELY FROM SW COR SD LOT 2 TH NELY AI AVE TH ALG NEW AVE N 33 DEG 40 MIN W 108 FT (see continuation s	D PREL MAP PTN LOT 2 BLK B COM AT PT ON NLY LI LG NLY LI HIGHLANDAVE A DISTANCE 125 FT TO NEW			
* P3a. Description: (Describe resource and its major elements. Include des The two and one-half-story American Foursquare style residence with Prairie				
is centrally located on the north face of the roof. The exterior walls are clad in of the primary façade were replaced with glass block at an unknown date. The one wood sash, and appear to be original. A metal awning shelters the windo is raised and accessed via a covered porch. Trios of Doric columns support the of the porch roof. All other details are obscured by vegetation, and were not obuildings which appear to date to when this building functioned as a farm are Landscaping includes several mature trees. A concrete block perimeter wall vestately farm house flanked by orchards (historicaerials.com); however the buildings. The character-defining features of this resource include the original and bracket eave details, the bas relief work, the flared eaves, the porch which support the porch roof, and the ancillary buildings. The building is in good contains the porch roof, and the ancillary buildings.	the windows on the upper floors of the primary façade are one-over- tions on the second floor of the primary façade. The primary entrance the porch roof. Scrolled bas relief detailing accents the front gable discernible from the public right-of-way. At least two ancillary the located in the rear of the parcel (see continuation sheet), was constructed at an unknown date. The building was originally a filding is now located in a densely developed residential area in the spans the primary façade, the organization of the columns which condition. The boundary is the legal parcel boundary.			
* P3b. Resource Attributes: (List attributes and codes) HP2 Single family				
* P4. Resources Present: ✓ Building ☐ Structure ☐ Object ☐ Site				
P5a. Photograph or Drawing (Photograph required for buildings, structures	P5b. Description of Photo: (View, date, etc.)			
P5a. Photograph or Drawing (Photograph required for buildings, structure.	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north			
	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008.			
P5a. Photograph or Drawing (Photograph required for buildings, structures)	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north			
	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008. * P6. Date Constructed/Age and Sources: Prehistoric Historic Both 1917 Assessor lot book * P7. Owner and Address:			
	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008. * P6. Date Constructed/Age and Sources: Prehistoric Historic Both 1917 Assessor lot book * P7. Owner and Address: Oliver Trust			
	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008. * P6. Date Constructed/Age and Sources: Prehistoric Plistoric Both 1917 Assessor lot book * P7. Owner and Address: Oliver Trust 1055 E Highland Ave			
	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008. * P6. Date Constructed/Age and Sources: Prehistoric Historic Both 1917 Assessor lot book * P7. Owner and Address: Oliver Trust 1055 E Highland Ave Redlands, CA 92374			
	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008. * P6. Date Constructed/Age and Sources: Prehistoric Plistoric Both 1917 Assessor lot book * P7. Owner and Address: Oliver Trust 1055 E Highland Ave			
	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008. * P6. Date Constructed/Age and Sources:			
	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008. * P6. Date Constructed/Age and Sources: Prehistoric Historic Both 1917 Assessor lot book * P7. Owner and Address: Oliver Trust 1055 E Highland Ave Redlands, CA 92374 PPrivate * P8. Recorded by: (Name, affiliation, address) Carrie Chasteen Applied Earthworks 133 N. San Gabriel Blvd., #201			
	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008. * P6. Date Constructed/Age and Sources: Prehistoric Historic Both 1917 Assessor lot book * P7. Owner and Address: Oliver Trust 1055 E Highland Ave Redlands, CA 92374 PPrivate * P8. Recorded by: (Name, affiliation, address) Carrie Chasteen Applied Earthworks 133 N. San Gabriel Blvd., #201 Pasadena, CA 91107			
	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008. * P6. Date Constructed/Age and Sources:			
	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008. * P6. Date Constructed/Age and Sources:			
	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008. * P6. Date Constructed/Age and Sources:			
	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008. * P6. Date Constructed/Age and Sources:			
* P11. Report Citation: (Cite survey report/other sources or "none") Histor	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008. * P6. Date Constructed/Age and Sources:			
* P11. Report Citation: (Cite survey report/other sources or "none") _Historian Library	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008. * P6. Date Constructed/Age and Sources:			
* P11. Report Citation: (Cite survey report/other sources or "none") _Historian Library	P5b. Description of Photo: (View, date, etc.) Photo no. P1010936.jpg; facing north northwest; July 2, 2008. * P6. Date Constructed/Age and Sources:			

Chata of California The Beautypes Avenue.	Drimony #
State of California The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HR #
BUILDING, STRUCTURE, AND OBJECT R	ECORD
Page 2 of 5	* NRHP Status Code <u>2S2</u>
* Resource Name or #: 1055 E Highland Ave.	
Charles A Deads Decidence	
B2. Common Name: 1055 E Highland Ave.	
B3. Original Use: SF Residential B	4. Present Use: SF Residential
* B5. Architectural Style: American Foursquare	
* B6. Construction History: (Construction date, alterations, and date of a The building was constructed in 1917. Alterations include some window re constructed in 1950 (Redlands, City of). A modern concrete block wall par	eplacements and the addition of a metal awning. A summer porch was
* B7. Moved? V No Yes Unknown Date O * B8. Related Features:	Priginal Location:
	. Builder: Unknown
* B10. Significance: Theme: Residential architecture	Area: Redlands
	gle-family residence Applicable Criteria: C
(Discuss importance in terms of historical or architectural context as defined by the	
This property does appear eligible for the National Register of Historic Plan	ces because of its architectural style.
Redlands. The building was constructed in 1917, well after the citrus indus production peaked around the time this building was constructed. This proj industry, residential development of Redlands, or the development of a tou upon research conducted for this survey. Therefore, the property does not a in Redlands because it was constructed during a period of residential exparresources in the area. No historically important events are known to have o within the context of any historic trend, such as agricultural or residential description.	perty is not known to have significantly contributed to the citrus rism-based industry in Redlands through identifiable events based appear to be significant within the context of residential development asion in this area, and is indistinguishable from other similar occurred at this site and the building was not found to be important
Research in the San Bernardino County Assessor Lot books indicates the le Bernardino, County of). No information regarding Charles A. Boeck was in associations with important persons as defined by Criterion B (see continua	dentified; therefore, the property does not appear significant for
B11. Additional Resource Attributes: (List attributes and codes):	
* B12. References:	Sketch map with north arrow required)
San Bernardino, County of: Assessor Lot Book 12, Page 77 (1914-	
1918)	1000
Redlands, City of: Building Permit No. 3439 issued on 11/1/1950	Cimarco Or
B13. Remarks:	
* B14. Evaluator: Carrie Chasteen	
Date of Evaluation: 7/2/2008	120
(This space reserved for official comments.)	rigitatie
	Copyright@2014 East, DeLorms, HERE, TomTom, Source: East Dightslideles, Geoleys, Lechest, USDA, USGS, AESt, Geimerpring Amogint, IGN, IGP, esthestspoy, earnitipe GIS User Community

	a The Resources Agency F PARKS AND RECREATION		Primary # HR #	
CONTINUATION SHEET			Trinomial	
Page 3 of	5 * Resource Name or #:	(Assigned by recorder	1055 E Highland Ave.	
* Recorded by:	Carrie Chasteen			* Date: 7/2/2008
✓ Continuation	Update			

P2e: Other Location Data continued:

TO ANTLE IN SD AVE TH S 82 DEG 35 MIN W 186 FT TH S 62 DEG E 91 FT TH S 32 DEG 44 MIN E 110.6 FT TO BEG

B10. Significance continued:

The building is relatively unaltered and appears to retain all aspects of integrity. The building is a distinctive and high quality example of this style of architecture, and embodies the distinctive characteristics of this type of architecture. Therefore, the building appears eligible for listing in the National Register of Historic Places at the local level under Criterion C because it possesses many of this architectural style's character-defining features such as a hipped roof with full-width porch, centered entrance, and an unusually elaborate frieze board at the cornice line. This building is the best example of the Foursquare style of architecture within the Project Area of Potential Effects (APE) in Redlands. The period of significance is 1917, the year the building was constructed.

The building does not appear to possess information that could contribute to our understanding of human history or prehistory, however.

The City of Redlands has already conducted extensive surveys and determined where historic districts lay within the City. The 1000 block of West Highland Avenue, which has been designated as the City of Redlands West Highland Avenue Historic and Scenic District, is located between Pacific and Monterey Streets in the City of Redland. This address is erroneously identified as a contributor to this district because the building's legal address is 1055 W. Highland Avenue, but the property is located at the intersection of East Highland Avenue and Cimarron Drive. Therefore, the correct address for this building is 1055 E. Highland Avenue, and the building has not been designated as a contributor to the City of Redlands West Highland Avenue Historic and Scenic District. This residence is not within one of those previously identified districts, nor does it appear to be a potential contributor to a yet-to-be defined district because houses in the area are not unified by plan, design, or style and were constructed over a period of time, many of which date to around 1970.

The property has also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is considered an historical resource for the purposes of CEQA.

Primary# HRI # Trinomial

CONTINUATION SHEET

Property Name: _1055 E. Highland Ave.

Page <u>4</u> of <u>5</u>



Photo 1: View of the primary and eastern facades, facing northeast.



Photo 2: View of the rear facades and ancillary buildings, facing southwest.

Primary# HRI # Trinomial

CONTINUATION SHEET

Property Name: _1055 E. Highland Ave.

Page <u>5</u> of <u>5</u>

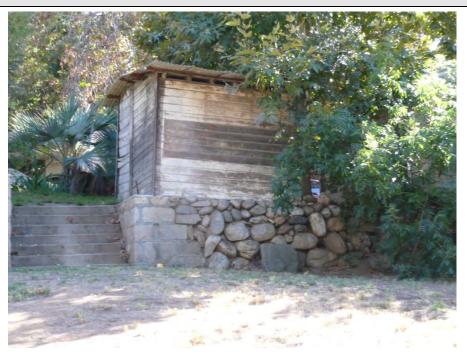


Photo 3: Detail of Ancillary Building 1



View of ancillary buildings, facing southwest.

DEPARTMENT OF PARKS AND RECREATION		HR # Trinomial			
Other List	tings				
Review C	ode Revie	ewer			Date
Page _1_ of _7_					
Resource Name or #:The Peppers/El Carmelo)				
P1. Other Identifier: Map Reference No. 67					
P2. Location:		a. County <u>San B</u>			
b. USGS 7.5' Quad	Date	T; R;	1/4 of	_1/4 of Sec	_; B.M.
c. Address 926 E. Highland Ave.		City Regiands	S	-	
d. UTM: (Give more than one for large and/or le. Other Locational Data: (e.g. parcel #, lega			,		
APN: 0174-151-10-0000 Legal: REDLANDS HEIC CONTOUR ST VAC ADJ SD LOTS AND PTN ELY HGWY AND EX PTN LOT 1 SD BLK 35 AND PT	GHTS NO 8 LOTS 1 7 Y 1/2 CRESCENT A	THRU 5 BLK 33 AN VE VAC ADJ SD BI	D LOTS 1 2 A LKS ON SW E	ND 4 BLK 35 A	AND PTN
P3a. Description: (Describe resource and its major	or elements. Include d	design, materials, con	dition, alteratio	ns, size, setting,	and boundaries.)
William N. Moor (Criterion B) and because it is an a Moor family occupied the property. Moor and his so their packing house called the Elephant Orchards Pacindustry in San Bernardino County. The Moor family establish a retreat since 1946, purchased the property constructed between 1952 and 1969 for the Catholic Mcallister and Stanley C. Meston (Diocese of San Behowever, the buildings they designed at El Carmelo a These buildings were not identified as contributors to	ons formed the Sunset cking House. These two occupied the house by in 1952. The propert retreat that currently ernardino n.d.). Mcall are low-style example	Orange Company as we entities contribute until 1945. The Carm ty was vacant in the in occupies the site. The lister and Meston are as of their body of wo	both growers a d to the develor helite order, whatervening yea buildings we noted architectrk and do not	and packers, and opment and succoon had been look rs. Several build re designed by V ts from this perion	I they oversaw tess of the citrus king for a site to dings were Wayne D. od of time;
P3b. Resource Attributes: (List attributes and coo	doo\ HP2 Single fan	nily property: HP16	S Religious R	uilding	
F P3b. Resource Attributes: (List attributes and coor P4. Resources Present: ✓ Building Struc				strict Other ((Isolates, etc.)
P5a. Photograph or Drawing (Photograph require			•	n of Photo: (View	, ,
Total Tributal Control of the Contro	A TOT DUTINITINGS, STREET		hoto no. P103	30570.jpg; faci	ing west; 9/28/09
and a second	计算型型				
**************************************	AIT	10	P6. Date Cons	structed/Age an	d Sources:
		10		1969 OHP; Wong	
	A COLOR	12	707	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-, -,
	B B		P7. Owner an		
DOA!	2000			treat House Inc	c.
			O Box 446	02272	
			edlands, CA Private	92373	
	1	*			iliation, address)
		$\overline{\overline{A}}$	pplied Earthy		.01
	THE RESERVE		asadena, CA		
	N CARE IN			orded: <u>3/24/20</u>	
		* I	P10. Survey 1 Itensive Surve	ype: (Describe	;)
	ME SEL NAME (SEE		ection 106 Co		
			Project Rev		
P11. Report Citation: (Cite survey report/other sou	urces or "none") His				he
I-10 Corridor Improvement Project, San B					
Attachments: NONE Location Map	Sketch Map	✓ Continuation Sheet	t Bu	ilding, Structure,	and Object Record
Archaeological Record District Record L	inear Feature Record	Milling Station F	Record Re	ock Art Record	Artifact Record
Photograph Record Other: (List)					

State of California The Resources Agency	Primary #_ 36-016795 (Update)
DEPARTMENT OF PARKS AND RECREATION	HR #
CONTINUATION SHEET	Trinomial
CONTINUO (TION CITELI	
Page 2 of 4 * Resource Name or #: (Ass	igned by recorder The Peppers/El Carmelo
* Recorded by: Carrie Chasteen	* Date: 3/24/2014
Continuation Undate	

P2e. Other Location Data continued:

VAC LYING WITHIN FOL DESC COM AT C/L INTERSECTION MORRISON ST AND CRESCENT AVE VAC TH N 0 DEG 14 1/2 MIN E 34 FT ALG C/L SD MORRISON ST TH N 87 DEG 22 MIN W 175.77 FT TH S 82 DEG 38 MIN W 127.87 FT TH N 88 DEG 22 MIN 45 SECONDS W 242.78 FT TH N 44 DEG 35 MIN W 103.90 FT TH N 50 DEG 32 MIN W 71.64 FT TH N 44 DEG 15 MIN 30 SECONDS W 103.81 FT TH N 82 DEG 45 MIN W 37.82 FT TH S 1 DEG 02 MIN W 71 FT TH N 84 DEG 38 MIN W 34.19 FT TO TRUE POB TH CONT S 84 DEG 38 MIN W 117.56 FT TO C/L SD CRESCENT AVE VAC TH SELY ALG SD C/L CRESCENT AVE VAC 32.6 FT TO AN ANGLE PT THEREIN TH S 65 DEG 58 MIN E ALG SD C/L CRESCENT AVE TO PT DUE S FROM POB TH N TO POB 9.80 AC M/L

P3a. Description continued:

and are non-contributing features of the property. No additional information which would preclude a lead agency from considering the property to be eligible for listing in the National Register of Historic Places was identified through this survey effort; therefore, the 1977 finding remains valid. The 1977 form did not identify the boundary of the property, but is assumed to be comprised of the legal parcels which make up the retreat including several acres of citrus groves.

The building appears to unaltered since it was first documented in 1977. The Peppers was also designated a Redlands Historic Structure in 1981.

B12: References continued:

Diocese of San Bernardino

n.d. "El Carmelo Retreat House." On file at the Diocese archives.

	a The Resources Agency F PARKS AND RECREATION		Primary # <u>36-016795 (Update)</u> HR #			
CONTINUATION SHEET			Trinomial			
Page 2 of	7 * Resource Name or #:	(Assigned by recorder	The Peppers/El Carmelo			
* Recorded by:	Carrie Chasteen			* Date: 3/24/2014		
✓ Continuation						

P2e. Other Location Data continued:

VAC LYING WITHIN FOL DESC COM AT C/L INTERSECTION MORRISON ST AND CRESCENT AVE VAC TH N 0 DEG 14 1/2 MIN E 34 FT ALG C/L SD MORRISON ST TH N 87 DEG 22 MIN W 175.77 FT TH S 82 DEG 38 MIN W 127.87 FT TH N 88 DEG 22 MIN 45 SECONDS W 242.78 FT TH N 44 DEG 35 MIN W 103.90 FT TH N 50 DEG 32 MIN W 71.64 FT TH N 44 DEG 15 MIN 30 SECONDS W 103.81 FT TH N 82 DEG 45 MIN W 37.82 FT TH S 1 DEG 02 MIN W 71 FT TH N 84 DEG 38 MIN W 34.19 FT TO TRUE POB TH CONT S 84 DEG 38 MIN W 117.56 FT TO C/L SD CRESCENT AVE VAC TH SELY ALG SD C/L CRESCENT AVE VAC 32.6 FT TO AN ANGLE PT THEREIN TH S 65 DEG 58 MIN E ALG SD C/L CRESCENT AVE TO PT DUE S FROM POB TH N TO POB 9.80 AC M/L

P3a. Description continued:

compromise the integrity of the property, and are non-contributing features of the property. No additional information which would preclude a lead agency from considering the property to be eligible for listing in the National Register of Historic Places was identified through this survey effort; therefore, the 1977 finding remains valid. The 1977 form did not identify the boundary of the property, but is assumed to be comprised of the legal parcels which make up the retreat including several acres of citrus groves. The boundary consists of the Assessor's parcel boundaries which comprise the functioning property, and generally consists of I-10 to the east, Highland Avenue to the north, modern residential development and a park to the west, and Marshal Street and additional residential development to the south.

The building appears to unaltered since it was first documented in 1977. The Peppers was also identified as a Redlands Historic Structure in 1981. See Appendix B in the Historical Resources Evaluation Report prepared for this Project for the previous documentation prepared for this resource.

B12: References continued:

Diocese of San Bernardino

n.d. "El Carmelo Retreat House." On file at the Diocese archives.

DPR 523L (1/95) * Required Information

Primary# HRI # Trinomial

CONTINUATION SHEET

Property Name: <u>El Carmelo/The Peppers</u>

Page 3 of 7



Figure 1: Site Map C = Contributor NC = Non-Contributor

Primary# HRI # Trinomial

CONTINUATION SHEET

Property Name: <u>El Carmelo/The Peppers</u>

Page __4__ of __7__



Photo 1: View of The Peppers, facing west.



Photo 2: View from The Peppers looking towards the Catholic retreat buildings.

Primary# HRI # Trinomial

CONTINUATION SHEET

Property Name: <u>El Carmelo/The Peppers</u>

Page __5__ of __7__



Photo 3: Representative view of dormitory.



Photo 4: Representative view of retreat buildings including the cafeteria and the chapel.

Primary# HRI# Trinomial

CONTINUATION SHEET

Property Name: <u>El Carmelo/The Peppers</u>
Page <u>6</u> of <u>7</u>



Photo 5: View of the office building.



Photo 6: View of the chapel.

Primary# HRI# Trinomial

CONTINUATION SHEET

Property Name: <u>El Carmelo/The Peppers</u>
Page __7__ of __7__



Photo 7: View of a dormitory.



Photo 8: Representative view of a dormitory.

APPENDIX K

Previous Documentation

Euclid Avenue National Register of Historic Places Map Reference No. 1a

M.O.11593

DETERMINATION OF ELIGIBILITY NOTIFICATION

NATIONAL REGISTER OF HISTORIC PLACES

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

NATIONAL PARK SERVICE

	(1111 = 0 1111	7/20	•	
Request subm	nitted by: Omar L. Homn	ne DOT/FHwA		
Date request	t received: 6/15/77		590 ±	
Name of prop	perty: Euclid Avenue		St	cate: California
	Between 24th and Philade	elphia, Ontario	the state of the s	
		052	0	(4
Opinion of	the State Historic Pr	eservation Offic	er:	
(x) Eligi	ble () Not eligibl	e () No respo	nse	
Comments:	* *	*	o <u>s</u> o 	
8 +		3 *		2 0
The Secreta	ry of the Interior ha	as determined tha	t this prope	rty is:
(^X) Eligi	ble Applicable crit	teria: C		
Comments:	Euclid Avenue is eligible parkway, part of an inno Challey as a model color landscape architecture.	ovative planned commu	unity designed b	y George
() Not e	ligible	20	2	8
Comments:	99 W 8	· · ·	52 52	ge Turkupakun m
2				
() Docum	nentation insufficien	t (see accompany	ing sheet exp	laining
	ional materials requ		19 A B	
	3	- B 8 42 4	A constant	
*Please	see enclosed sheet.	Ronald M.	reenverg	and the second s
		oting Keeper of	the National R	legister
	7.5		CT 2 5 1977	#!



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

REGION NINE CALIFORNIA DIVISION P. O. Box 1915

Sacramento, California 95809

ARIZONA
CALIFORNIA
NEVADA
HAWAII
GUAM
AMERICAN SAMOA

June 10, 1977

Reference: M-5083() 08-SBd-83 9.1/9.4 Euclid Avenue

Mr. Jerry L. Rodgers, Acting Director Office of Archaeology and Historic Preservation National Park Service U. S. Department of the Interior Washington, D.C. 20240

Dear Mr. Rodgers:

The California Department of Transportation has proposed a highway-railroad grade separation project along Euclid Avenue (State Route 83) in the City of Ontario, San Bernardino County.

Our consultation process with the State Historic Preservation Officer has resulted in his concurrence with our determination that the following properties are eligible for inclusion in the National Register. They are: Euclid Avenue between 24th Street and Philadelphia Street, the Ontario State Bank Block Building and the Frankish Building.

Enclosed is a copy of the State Historic Preservation Officer's letter, dated May 26, 1977, along with the Historic Property Survey report which identifies the merits of each of the three properties.

Your review of the supporting documentation and determination of eligibility of the properties mentioned above is requested. Please feel free to contact us should you require additional information.

Sincerely yours,

For

Omar L. Homme

Division Administrator

C.G. Chita

Enclosure





H32-880

United States Department of the Interior

NATIONAL PARK SERVICE WASHINGTON, D.C. 20240

OCT 25 1977

Green Copy

Mr. Omar L. Homme
Division Administrator

U.S. Department of Transportation Federal Highway Administration P.O. Box 1915, Region Nine Sacramento, California 95809

Dear Mr. Homme:

Thank you for your letter requesting a determination of eligibility for inclusion in the National Register pursuant to Executive Order 11593 or the National Historic Preservation Act of 1966, as amended. Our determination appears on the enclosed material.

As you understand, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis in order to bring about the best possible program decisions. This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. Any decision on the property in question and the responsibility for program planning concerning such properties lie with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

We are pleased to be of assistance in the consideration of historic resources in the planning process.

Willeller /

Sincerely yours,

William J. Murtagh

Keeper of the National Register

Enclosure

REQUEST FOR DETERMINATION OF ELIGIBILITY FOR INCLUSION IN THE NATIONAL REGISTER OF HISTORIC PLACES

Property Name

Historic Name: Euclid Avenue

Common Name:

Euclid Avenue/State Route 83

Location

Address:

County: San Bernardino

City: State: California Zip:

Ontario and Upland

Classification

District Site Building Structure

X Object

Ownership

State of California

Name:

Department of Transportation City:

Sacramento

Address: 1120 N Street

State: California Zip: 95814

Sacramento County:

Request for Determination of Eligibility

This request is by the U.S. Department of Transportation, Federal Highway Administration (FHWA). District Headquarters address (Attention Mr. Glen Clinton), Federal Building, 801 I Street, Sacramento, CA 95814, telephone (916) 449-2521. Regional Headquarters address (Attention Mr. F. E. Hawley), 450 Golden Gate Avenue. San Francisco. CA 94102. telephone (415) 556-3850.

Representation in Existing Surveys

Local

Title:

State

Title:

Federal

Title:

Description

Historic Euclid Avenue, part of State Route 83, is a spacious tree-lined boulevard 200' wide and 8.4 miles long. It consists of two drives, one southbound and one northbound which are separated by a 60-foot wide center parkway and bordered by 15-foot wide sidewalks. It extends from Philadelphia (Ely) Street, near Ontario's southern City limit, north, through the Cities of Ontario and Upland to 24th Street, Upland's northern City limit (see Location Map).

The center parkway of Euclid Avenue from Philadelphia Street to Foothill Boulevard (Route 66) is planted to grass and trees (see Photos 1 and 6), while between Foothill and 24th Street there are only trees (see Photos 8 and 10). The center parkway trees from Philadelphia Street to the Interstate 10 Freeway are predominately peppers with some palms (original plantings - 1883) et al (see Photos 1, 2, 3 and 5); from I-10 to Foothill Boulevard they are exclusively camphors; and from Foothill to 24th the center parkway trees are exclusively peppers (see Photos 8 and 10). The side parkway trees are predominately grevilleas (original plantings - 1883, 84 and 86) with some palms (original plantings - 1883) between the S.P. tracks and 4th Street.

The curbs and gutters along Euclid Avenue from Philadelphia Street to 24th Street are made of granite cobblestones and concrete (see Photo 9), except in those few places where they have been reconstructed with concrete only.

Relatively few of the old (1895?) cast iron lampposts (see Photo 4) are still in evidence along Euclid Avenue; this is because the City of Ontario is gradually replacing them with more modern lighting fixtures.

The fountain erected by George Chaffey in 1883, still stands in the middle of the center parkway at the intersection of Euclid Avenue and Emporia Streets, its original location (see Photos 2 and 3).

The Women's Christian Temperance Union (W.C.T.U.) drinking fountain and the Mule Car display are located in the center parkway between Holt (Valley) Boulevard and B Street (see Photo 5). The W.C.T.U. fountain, built in 1908, was originally located on the northwest corner of Euclid and Holt, but was subsequently moved to a local park. A local service club moved the fountain to its present location in 1975.

In the next few blocks north of B Street there are several concrete slabs with fixed benches and planters which are located in the center parkway. These were constructed by the City of Ontario to replace a number of movable benches.

The Madonna of the Trail monument is located in its original location in the center parkway at the intersection of Euclid Avenue and Foothill Boulevard (see Photo 7).

Immediately north of the Madonna of the Trail monument is the entrance to the bridal path which extends north to 24th Street (see Photos 8 and 10).

The only major alteration of Euclid Avenue was construction of the Interstate 10 Freeway, which passes underneath, thus making it necessary to construct an overpass linking the two severed ends of Euclid Avenue. There have been an unknown number of minor alterations (e.g. reconstruction of some of the cobblestone curbs and gutters, slight modification of the intersection at Euclid and Holt, construction of concrete slabs with benches and planters, removal of many of the cast iron lampposts, painting curbs red or yellow, etc.). None of the alterations which have occurred have significantly impaired the overall integrity of Euclid Avenue.

The setting of Euclid Avenue has not changed, except to the extent that over time buildings and structures fronting Euclid Avenue have changed. This change is reflected primarily in the different architectural styles of houses and commercial buildings fronting Euclid Avenue. The setting has been somewhat altered by the removal of significant historical, architectural and cultural features along Euclid Avenue.

Significance

The significance of Euclid Avenue can be assigned to three areas: community planning, landscape architecture and transportation.

Euclid Avenue was conceived of by George Chaffey as a main thoroughfare from one end of the "Model Colony" of Ontario, at the Southern Pacific Railroad tracks, to the other, at the foot of San Gabriel Mountains; and around which the "Model Colony" would be laid out and centered. J. A. Alexander (1928; 48) states:

"George Chaffey's subdivision (of Ontario) set a new standard for rural communities. Its most striking feature was that every ten-acre lot had a street or avenue frontage. From the mesa he laid out the main avenue 200 feet wide and eight (actually 6.2) miles long to the Southern Pacific Railway crossing. Parallel avenues 66 feet wide were laid out at half-mile intervals. These were intersected by numbered cross streets running east and west every quarter of a mile, thus cutting the tract into a series of eighty-acre blocks, each subdivided into eight ten-acre lots. ----"

An indication of the successfulness of George Chaffey's planned "Model Colony", was that, on January 17, 1903, it was chosen by the United States Government as the standard for American Irrigation Colonies. As such, a model of the entire colony was made by Federal engineers for exhibition at the 1904, St. Louis World's Fair.

Euclid Avenue, from the Southern Pacific tracks to 24th Street (6.2 miles), was designed and laid out in 1882 by George and William Chaffey, the founders of Ontario. Construction was begun in that same year under their direct supervision. By January 1883, four miles had been graded. Planting of the parkway trees between the Southern Pacific tracks and 4th Street began in April 1883, and was completed to 24th Street in 1884. The center parkway was planted with a double row of pepper and palm trees. Most of the palms were removed later. A single row of grevilleas and eucalyptuses was planted along the side parkways. The trees were selected because of their resistance to heat and drought and their ornamental qualities.

Charles Frankish was responsible for extending Euclid Avenue from the Southern Pacific tracks south to Ely (Philadelphia) Street, a distance of 2.2 miles. It was laid out, graded and planted under his personal supervision in 1886 to conform to Euclid Avenue north of the S.P. tracks.

Euclid Avenue has received widespread recognition and acclaim as an outstanding example of landscape architecture. An article in the Los Angeles Times Newspaper of October 24, 1926, stated:

"It is a boulevard of national and even world renown and is unmatched for its beauty --- an attraction 'raved over' by every visitor to Southern California."

Ed Ainsworth reported on Euclid Avenue in his newspaper column, "El Camino Real", during the mid 1930's, that:

"Charles Gibbs Adams, nationally known landscape architect, not long ago reported that a jury of experts, named for the purpose of selecting the world's most beautiful highways had included the Ontario thoroughfare in its list of seven."

In addition to its significance in the planning of Ontario and its subsequent renown as an outstanding example of landscape architecture, Euclid Avenue is also a transportation facility. As such, it is one of the earliest examples of a divided highway.

The Ontario and San Antonio Heights Railroad Company operated a most unusual transit system on Euclid Avenue between 1888 and 1895. It was called the "Gravity Mule Car", and consisted of small single, rail cars which were pulled up Euclid Avenue to San Antonio Heights by a pair of mules. Upon arrival at San Antonio Heights, the mules were unhitched and loaded onto an enclosed platform at the rear of the rail car for the gravity-powered-ride down to Ontario. The mule car was a unique conveyance even for its own time. It ran on track which was

laid in the center parkway of Euclid Avenue, between the double row of pepper trees. The mule car railway was built by the Ontario Land and Improvement Company, the parent corporation of the Ontario and San Antonio Heights Railroad Company.

In 1895, the mule cars were replaced by electric-powered trolley cars. The "electrification" of the trolley line was done by Mr. E. H. Richardson, who invented the famous "Hotpoint" electric iron in 1905. When the trolley line was replaced by bus service, the tracks were removed and lawn planted in the center parkway.

Historic Euclid Avenue is now part of State Highway 83, running from 24th Street to south of Chino, where it enters State Route 71, a distance of some 15 miles.

In 1883, George Chaffey erected the fountain, which is still standing, in the center parkway of Euclid Avenue at Emporia Street. He did so because the neighboring community of Pomona was spreading a spurious rumor that the "Model Colony" had no water. Thus, to show that Ontario had water to spare, George Chaffey erected the fountain on Euclid Avenue, adjacent to the Southern Pacific Railroad tracks, and, as each train passed by, the fountain was turned on, shooting a large jet of water into the air for the edification of the passengers, especially those from Pomona.

In 1952, when Ontario's City Manager planned to raze the fountain, long-time residents of Ontario together with the Native Sons and Daughters of the Golden West opposed the action so strongly that the City abandoned its plan. Instead of being razed the fountain was renovated and fenced off. The fence was subsequently removed and the fountain's basins filled with cement to prevent accidental downings. Since that time the City has shut off the fountain's water. Grace Canada Gilman, internationally known artist and former Ontario resident, has lauded the fountain's classic lines and made it the subject of at least one of her paintings.

The Madonna of the Trail monument to the Pioneer Mothers was dedicated by a then obscure federal judge from Missouri--Harry S. Truman.

The Anza Trail, over which Juan Bautista de Anza, in 1774, led the first overland party into California, crosses Euclid Avenue just below Mission Boulevard, old Route 60.

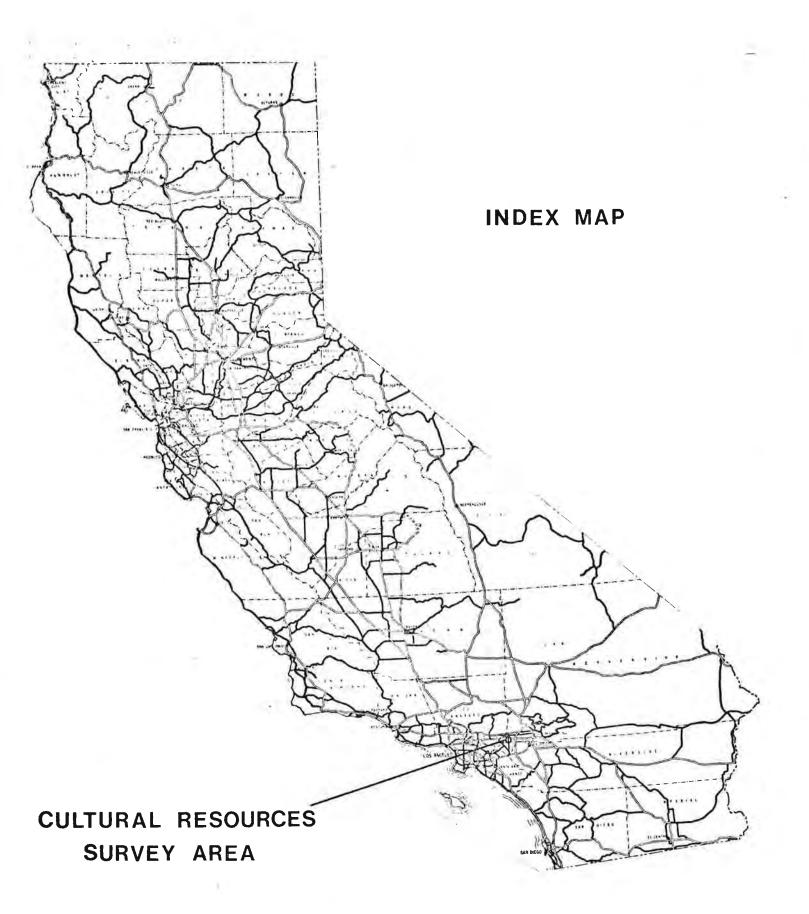
George Chaffey, who conceived of Euclid Avenue and, with his brother, turned that conception into a reality, is the person most significantly associated with it. He founded the towns and cities of Etiwanda (1882), Ontario (1882), Mexicali (1901),

Calexico (1901), Imperial (1901) and Manzanar (1905) in California and the City of Mildura, Australia (1888), all in connection with his many irrigation projects. In 1882, he helped create the Holt-Chaffey Mutual Water Company system, which was used as a model for nearly all future irrigation companies in California. Etiwanda was the first irrigation settlement in California to be watered by a cement pipeline system. It was also the first place on the Pacific Slope at which hydroelectric current was developed. George Chaffey was the first engineer in Western America to file on mountain streams for electric current. In 1882, he successfully organized the Los Angeles Electric Company and made Los Angeles the first City in the United States, if not the world, to be lighted exclusively by electricity. In that same year, he installed a private telephone line from San Bernardino to Etiwanda. As such, it was the first long distance telephone line in California and the longest telephone line in the world.

During 1900-01, George Chaffey accomplished the greatest feat of his illustrious career - construction of the Imperial Canal. This 70-mile canal was constructed from the Colorado River through Mexico and into the Imperial Valley of California. It was completed in May of 1901, bringing the first water for irrigation purposes to the arid Salton Sink, which has since become an important agricultrual area.

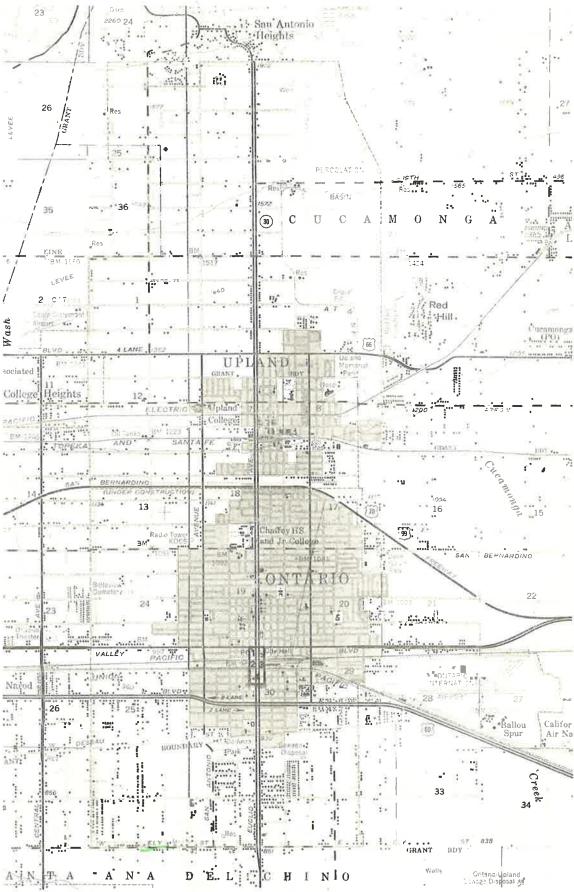
Bibliography

Anonymous	£.
1952	The Daily Report, Ontario. December 11, 14 and 27
1953	The Daily Report, Ontario. January 4
1957	The Daily Report, Ontario. May 1
1957	"Euclid Avenue, Ontario, U.S.A.," "Famous Gravity Mule Car," and "First Hydro-Electric Power." Official Program, Ontario Diamond Jubilee. Mexican-American Civic Committee Ontario.
1958	"1887-1888, San Bernardino County Shares in the Boom of the Eighties, and the Pattern of Many of its Present Valley Towns and Cities is Established The Story of San Bernardino County. Pioneer Title Insurance Company, San Bernardino, California.
1963	The Daily Report, Ontario.
N. D.	The Daily Report, Ontario. Various
Alexander, J. A.	
1928	The Life of George Chaffey: A Story of Irrigation Beginnings: California and Australia. MacMillian and Co. LTD, London.
Frankish, Charle	s
1888	Ontario the Gem of Colonies. Ontario Observer Steam Printing House, Ontario.
Frankish, Leonar	đ
1961	"Out of the West." The Daily Report, Ontario. March 23.
1962	"Out of the West." The Daily Report, Ontario. February 18 and October 28



LOCATION

- Survey Area
 Frankish Bldg
 "Bank Block"
- 3. U.P. Station
- 4. Euclid Ave



ONTARIO QUADRANGLE CALIFORNIA 15 MINUTE SERIES (TOPOGRAPHIC)



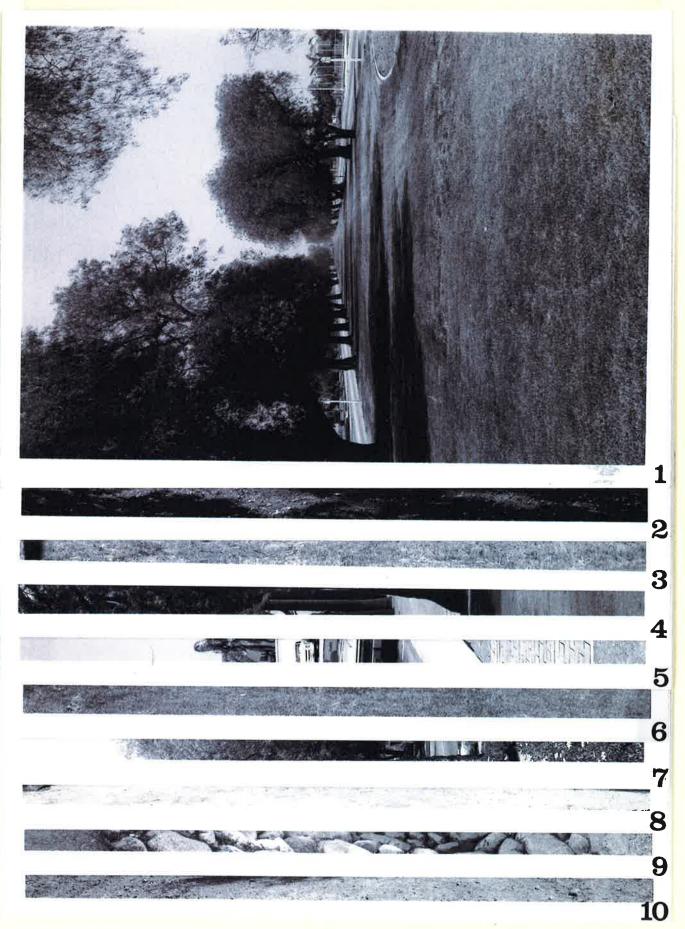
Photographic Description

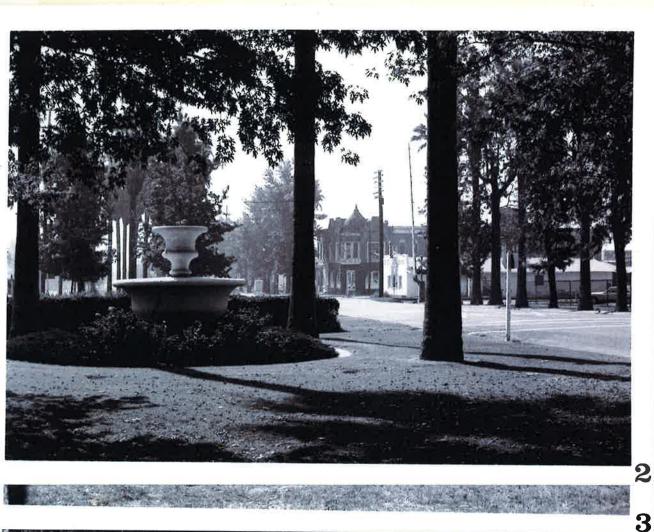
- 1. Euclid Avenue, Euclid Avenue and Philadelphia Street (Ely Street), Ontario. Looking north from the southern terminus of the tree-lined boulevard to show the center parkway with double row of pepper trees and two drives (on either side).
- 2. Euclid Avenue, Euclid Avenue and Emporia Street. Looking south, to show the fountain erected by George Chaffey in 1883, the center parkway with palm (original plantings, 1883) and other trees, the west drive with grevilleas (original plantings, 1883), the Southern Pacific crossing at the Ontario State "Bank Block" building built in 1887.
- 3. Euclid Avenue, Euclid Avenue and Main Street. Looking north, to show the center parkway with double row of trees, the fountain, the Southern Pacific Railroad tracks and the two drives. The ground floor of the Frankish Building can be seen on the left side of photo-second building from left edge.
- 4. Euclid Avenue, Euclid Avenue and Emporia Street. Looking south from Emporia, to show a cast iron street lamp of the type which is present along Euclid, though not continuously because many have been removed, and the "Bank Block" building.
- 5. Euclid Avenue, Euclid Avenue, between Holt Boulevard (Valley) and 'B' Street. Looking north, to show the Women's Christian Temperance Union (W.C.T.U.) drinking fountain (erected in 1908), the mule car display containing a replicated mule car and the center parkway and drives.
- 6. Euclid Avenue, Euclid Avenue and 7th Street (immediately north of Interstate 10) in Upland. Looking north, to show the center parkway with double row of trees, drives and single rows of grevillias (original plantings, 1884) bordering drives.
- 7. Euclid Avenue, Euclid Avenue and Foothill Boulevard (Route 66). Looking north, to show the Madonna of the Trail monument.
- 8. Euclid Avenue, Euclid Avenue and Foothill Boulevard (immediately north of the Madonna monument). Looking north, to show the center parkway with double row of pepper trees and bridle trail, and drives.
- 9. Euclid Avenue, Euclid Avenue and 16th Street. Looking southwest, to show stone gutter.
- 10. Euclid Avenue, Euclid Avenue and 24th Street, San Antonio Heights. Looking south from the northern terminus of Euclid Avenue, to show the center parkway with double row of trees.

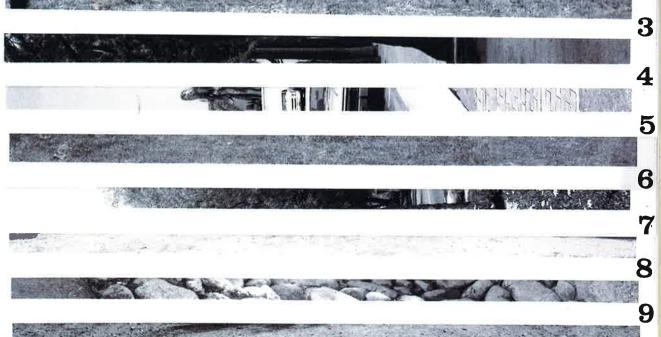
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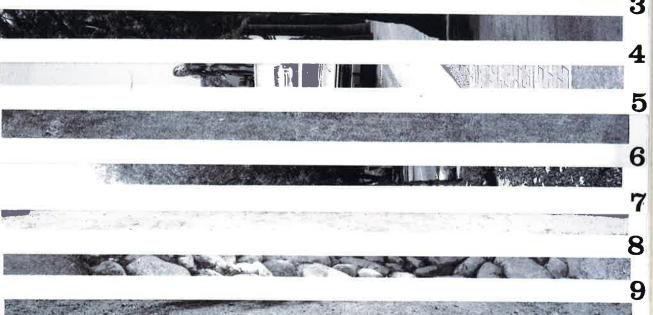
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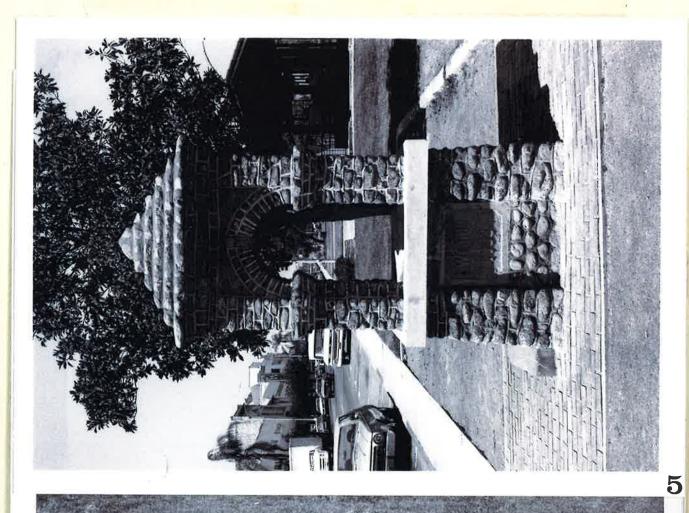


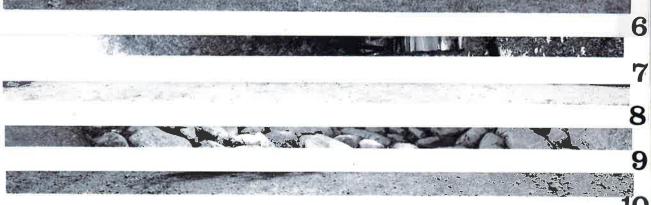






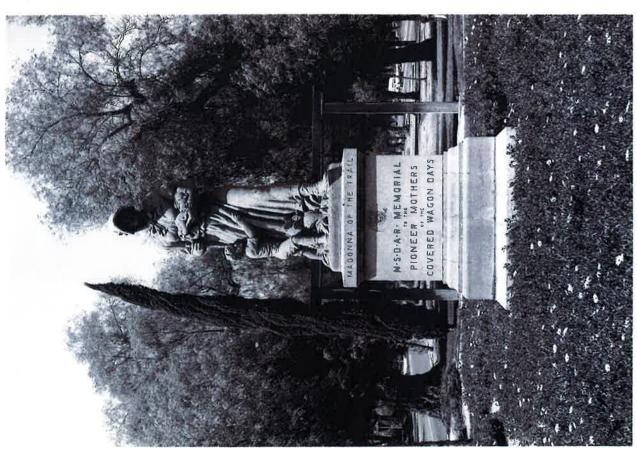


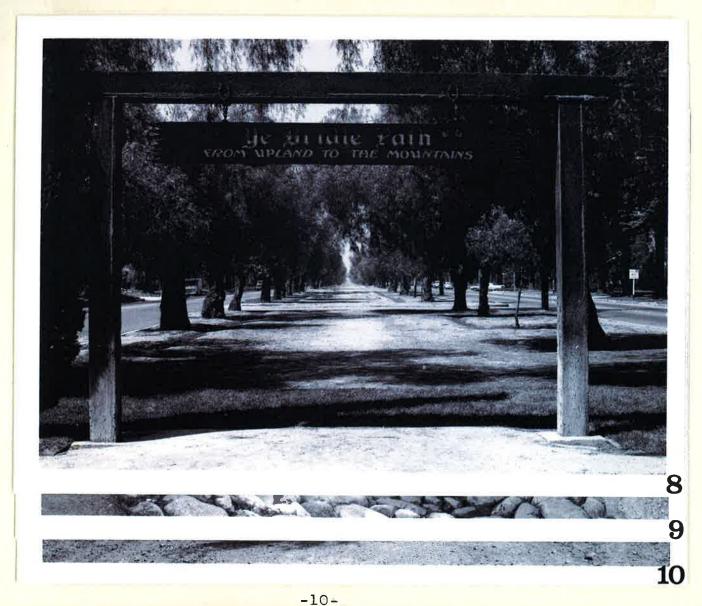


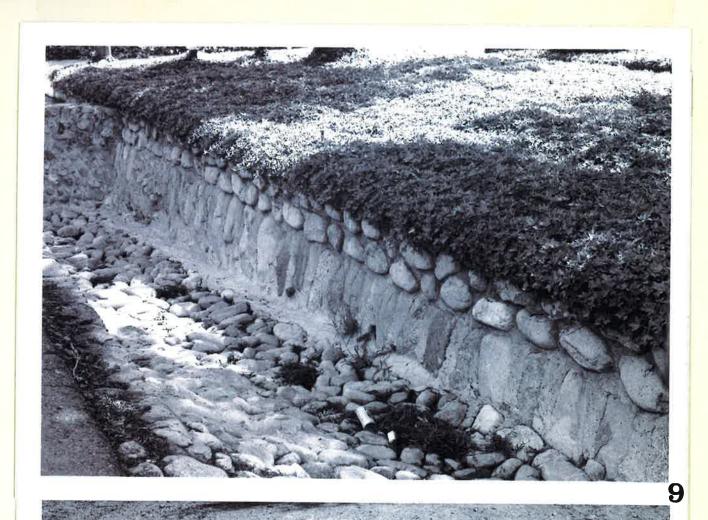




-10-









DRAFT

YEAR 2000 DRAFT RE-EVALUATION OF DETERMINATION OF ELIGIBILITY FOR EUCLID AVENUE

Property I	<u>Name</u>						
Historic N Common Date of DO Criterion	Name:	Euclid Avenue Euclid Avenue/ 10/25/77 C	'State I	Route 83			
Location							
Address: County: San Bernardino			City: State	Ontario and Upland California Zip		ip:	
Classificat	<u>tion</u>						
Dist	erict	Site	Build	ling	Structure		
<u>Ownershi</u>	p						
	State of Ca	alifornia					
Name:	Departme	nt of Transportat	tion	City:	Sacramento		
Address:	1120 N St.			State:	California	Zip:	95814
County:	Sacramen	to					

Summary

The integrity of Euclid Avenue has diminished since 1977 when the Keeper first determined it eligible for inclusion in the National Register of Historic Places. What was once a long continuous district has been interrupted by two additional major alterations and numerous minor alterations. In essence, it is a discontiguous district with high integrity in the northern third, moderate integrity in the middle third and diminished integrity in the lower third of the district. There are substantial gaps in the vicinity of the new Route 30 facility, Interstate 10 freeway and at the railroad tracks in Ontario between Transit Avenue and Park Street. The downtown Ontario commercial core of the district, as well as the southern residential portion of the district in Ontario have experienced many intrusions and replacement of original features, like curbs and gutters.

From a pragmatic standpoint, it would be more useful and efficient to continue treating the district as one long continuous district, clarifying these gaps and weak areas as areas of weak integrity as noncontributing elements to the district.

Because Euclid Avenue was automatically listed in the California Register of Historical Resources and is a significant resource for purposes of CEQA, it is unclear how revision of the California Register boundaries would occur. Moreover, there may be considerable opposition from the Cities of Upland and Ontario were Caltrans to drastically revise and reduce the boundaries. The contributing and noncontributing elements of this document make suggestions for revised boundaries that can also be used to clarify the contributing and noncontributing elements of this eligible linear resource.

Determination of eligibility

Euclid Avenue, between 24th Street in Upland and Philadelphia Street in Ontario, was determined eligible for listing in the National Register of Historic Places by the Keeper on October 25, 1977. It is eligible under Criterion C s an early example of a planned center parkway, part of an innovative planned community designed by George Chaffey as a model colony in a rural community. It is noted for landscape architecture. There is no period or level of significance noted in the Keeper's determination.

Proposed periods of significance: 1882-86, 1888-95, 1895-1929, encompasses original construction of parkway, mule car line, and electric trolley line. End date is when trolley line was abandoned, tracks torn up, the center parkway (median) planted to grass, and the Madonna of the Trail monument was erected.

Proposed level of significance: State.

General Boundary Description

The historic portion of Euclid Avenue is approximately 13.5 kilometers (8.4 miles) long and approximately 60.9 meters (200 feet) wide, extending from its southern boundary at Philadelphia Street in Ontario to its northern boundary at 24th Street in Upland. Euclid Avenue is also State Route 83 from Philadelphia Street in Ontario (approximate P.M. 7.43) north to 19th Street in Upland (approximate P.M. 14.19). From the terminus of State Route 83 at 19th Street, the historic portion of Euclid Avenue is a local road that continues northward approximately 2.6 kilometers (1.6 miles) to the northern boundary at 24th Street in Upland. Included within the boundaries, along the entire length of the historic portion, are the 18.3-meter (60-foot) wide center parkway (median), the two drives (north- and southbound roadway lanes), the 4.5-meter (15-foot) wide sidewalks, and all the landscaping in the center median and between the roadway and the sidewalks.

Adjacent historical resources

The following resources are adjacent to the Euclid Avenue Historic District.

Upland

- Dr. Grainger Hyer Home, at the southwest corner of Euclid & 18th St., Upland State Point of Historical Interest SBR-081
- Old Harwood House, at the northwest corner of Euclid & 15th St., Upland State Point of Historical Interest SBR-079
- Madonna of the Trail Statue, in the median strip of Euclid Ave. at Foothill Blvd., Upland (Old Route 66) State Point of Historical Interest SBR-069
- Old San Antonio Hospital 792 W. Arrow Hwy. Upland (about 7 blocks west of Euclid Avenue) Listed in the National Register on 01/02/80
- Upland Public Library 123 E. D St. Upland (about 2 blocks east of Euclid Avenue) Listed in the National Register on 12/10/90 as part of the California Carnegie Libraries MPS

Ontario

- Ontario State Bank Block, 300 South Euclid Ave., Ontario Listed in the National Register on 10/8/82; also State Point of Historical Interest SBR-043
- San Bernardino-Sonora Road, Euclid & J St., Ontario State Point of Historical Interest SBR-021
- Anza Trail, Euclid & Phillips St., Ontario State Point of Historical Interest SBR-027
- Mule Car, in median strip of Euclid Ave. between B & Holt Streets, Ontario State Point of Historical Interest SBR-033
- Frankish Building, 200 S. Euclid Ave. Ontario Listed in the National Register on 8/11/80

1977 Description

Historic Euclid Avenue, part of State Route 83, is a spacious tree-lined boulevard 200' wide [60.9 meters] and 8.4 miles [13.5 kilometers] long. It consists of two drives, one southbound and one northbound which are separated by a 60-foot wide [18.3 meters] center parkway and bordered by 15-foot wide [4.5 meters] sidewalks. It extends from Philadelphia (Ely) Street, near Ontario's southern City limit, north, through the Cities of Ontario and Upland to 24th Street, Upland's northern City limit (see Location Map).

The center parkway of Euclid Avenue from Philadelphia Street to Foothill Boulevard (Route 66) is planted to grass and trees (see Photos 1 and 6), while between Foothill and 24th Street there are only trees (see Photos 8 and 10). The center parkway trees from Philadelphia Street to the Interstate 10 Freeway are predominately peppers with some palms (original plantings – 1883) et al (see Photos 1, 2, 3 and 5); from I-10 to Foothill Boulevard they are exclusively

camphors; and from Foothill to 24th the center parkway trees are exclusively peppers (see Photos 8 and 10). The side parkway trees are predominately grevilleas (original plantings – 1883, 84 and 86) with some palms (original plantings – 1883) between the S.P. tracks and 4th Street.

The curbs and gutters along Euclid Avenue from Philadelphia Street to 24th Street are made of granite cobblestones and concrete (see Photo 9), except in those few places where they have been reconstructed with concrete only.

Relatively few of the old (1895?) cast iron lampposts (see Photo 4) are still in evidence along Euclid Avenue; this is because the City of Ontario is gradually replacing them with more modern lighting fixtures.

The fountain erected by George Chaffey in 1883, still stands in the middle of the center parkway at the intersection of Euclid Avenue and Emporia Streets, its original location (see Photos 2 and 3).

The Women's Christian Temperance Union (W.C.T.U.) drinking fountain and the Mule Car display are located in the center parkway between Holt (Valley) Boulevard and B Street (see Photo 5). The W.C.T.U. fountain, built in 1908, was originally located on the northwest corner of Euclid and Holt, but was subsequently moved to a local park. A local service club moved the fountain to its present location in 1975.

In the next few blocks north of B Street there are several concrete slabs with fixed benches and planters which are located in the center parkway. These were constructed by the City of Ontario to replace a number of movable benches.

The Madonna of the Trail monument is located in its original location in the center parkway at the intersection of Euclid Avenue and Foothill Boulevard (see Photo 7).

Immediately north of the Madonna of the Trail monument is the entrance to the bridal [sic] path which extends north to 24th Street (see Photos 8 and 10).

The only major alteration of Euclid Avenue was construction of the Interstate 10 Freeway, which passes underneath, thus making it necessary to construct an overpass linking the two severed ends of Euclid Avenue. There have been an unknown number of minor alterations (e.g. reconstruction of some of the cobblestone curbs and gutters, slight modification of the intersection at Euclid and Holt, construction of concrete slabs with benches and planters, removal of many of the cast iron lampposts, painting curbs red or yellow, etc.). None of the alterations which have occurred have significantly impaired the overall integrity of Euclid Avenue.

The setting of Euclid Avenue has not changed, except to the extent that over time buildings and structures fronting Euclid Avenue have changed. This change is reflected primarily in the different architectural styles of houses and commercial

buildings fronting Euclid Avenue. The setting has been somewhat altered by the removal of significant historical, architectural and cultural features along Euclid Avenue.

Revised Description - Changes since 1977

For the most part, the 1977 description of Historic Euclid Avenue still applies in 2000. The following are the alterations since 1977.

The Chaffey fountain no longer stands in the middle of the center parkway at the intersection of Euclid Avenue and Emporia Streets, its original location. . It was moved for the 1984 construction of the railroad grade separation and now stands in front of Ontario Museum of History & Art (225 S. Euclid Avenue) at the southeast corner of Euclid Avenue and E. Transit Street (see Photos 3, 3a and 3b).

The mule car exhibit is in the same location as in 1977, there is a left-turn pocket on the west side of the median strip where the W.C.T.U. fountain stood in 1977 (see Photos 5, 5b, 5d).

The Women's Christian Temperance Union (W.C.T.U.), which in its second location stood in the center parkway between Holt (Valley) Boulevard and B Street in front of the mule car exhibit, was moved 1-1/2 blocks north to the median at Euclid Avenue & C Street (see Photos 5, 5a, 5b, 5c). This location is two blocks north of original 1908 location at the northwest corner of Euclid & Holt. A gazebo was constructed in 1997 and stands just north of the W.C.T.U. Fountain just north of C Street (see Photo 5c).

The Madonna of the Trail monument is still in its original location in the center parkway at the intersection of Euclid Avenue and Foothill Boulevard, but a series of flagpoles were erected just north of the monument, partially obstructing the view of the bridle path sign (see Photos 7, 7a, 8 and 8a).

In addition to the existence of the Interstate 70 Freeway, which was listed as the only major alteration in 1977, the new Route 30 Freeway was constructed in the 1990s between 19th and 21st Streets in Upland. Because Euclid Avenue was identified as a historic property in the Route 30 Area of Potential Effects, construction of the new freeway included mitigation measures to ensure compatible design through the Euclid Avenue area. The Route 30 freeway passes beneath Euclid Avenue. However compatible the new construction is, it introduced non-historic fabric within the boundaries of the historic property.

The second major alteration since 1977 took place in 1984 when a portion of Euclid Avenue was reconstructed below grade between Park and Transit Streets in Ontario to accommodate new railroad track overcrossings. As a result, the Chaffey Fountain was relocated, the original median strips were removed, and a couple of the cross-streets were reconfigured into cul-de-sacs. Although a new median was constructed, new visual elements were added that are out of character with historic Euclid Avenue (see Photos 2, 2a, 2b, 3, 3a, 4, 4a).

Numerous minor alterations have continued to occur since 1977 and are of the same nature as described in 1977 (e.g. replacement of some cobblestone curbs with cobblestone-like concrete and plain concrete curbs and gutters, addition of left-turn pockets in the median in Ontario). Few cast iron lampposts exist and, for the most part, are clustered on the c.1984 cul-de-sacs created on Emporia Street in Ontario (see Photos 4 and 4a), and between 5th Street and G Street in Ontario.

The setting of Euclid Avenue has diminished somewhat since 1977. It is most intact in the residential portions at its northern boundary in Upland and compromised through the commercial sections of Ontario.

The combination of the major and minor alterations, in addition to further erosion of the setting have, in effect, created a discontiguous district out of what had been one long continuous district.

Contributing and noncontributing elements

The 1977 description of Euclid Avenue describes the contributing elements in broad terms that include the entire length of the historic portion, the 18.3-meter (60-foot) wide center parkway (median), the two drives (north- and southbound roadway lanes, cobblestone curbs and gutters), the 4.5-meter (15-foot) wide sidewalks, and all the landscaping (grass and trees) in the center median and between the roadway and the sidewalks.

What follows is a more detailed description, beginning at the northern boundary of Euclid Avenue at 24th Street in Upland, continuing south to the southern boundary at Philadelphia Street in Ontario:

FROM 24TH ST. SOUTH TO 21ST ST., UPLAND:

- Boundaries The western and eastern boundaries run between the trees in the street frontage on either side and the sidewalks. Sidewalks in this section are noncontributing elements.
- Mature street frontage trees on east and west side of Euclid Avenue Contributing elements.
- Center parkway median strip and trees, no landscaping Contributing elements.
- Concrete curbs Noncontributing elements.
- Cobblestone gutters & curbs Contributing elements.
- Evergreens at the southwest corner 24th Street and Euclid Avenue Noncontributing elements (they don't have compatible ornamental or visual qualities to original trees).
- Concrete ramp curbs at corners Noncontributing elements.
- West-side cobblestone gutters from 24th St. to 21st St. Contributing elements.
- East-side cobblestone gutters (filled in From 24th to 21st but curbs still visible) Contributing elements.
- East side curbs are new cobblestone between 2146 to 2194 Euclid Ave. (Deborah Ct. & 21st St.) Noncontributing nonhistoric elements.

- East side cobblestone curbs and gutters from Deborah Court south to 21st St. Contributing elements.
- Plain concrete curbs south of 21st St. Noncontributing elements.
- All post-1930 traffic lights, signals and devices Noncontributing elements.

FROM 21ST ST. SOUTH TO 7TH ST., UPLAND:

- Boundaries The western and eastern boundaries are the westernmost edge of the
 west sidewalk and the easternmost edge of the east sidewalks and include the
 sidewalks.
- Mature street frontage trees on east and west side of Euclid Avenue Contributing elements.
- Street frontage trees on east side from 22nd St. St to Deborah Ct. Noncontributing elements.
- Center parkway median strip and trees from 21st Street to 7th St. Contributing elements.
- East-side original curbs south of 19th St. Contributing elements.
- East and west-side original cobblestone gutters Contributing elements.
- Entire section of Euclid Avenue from 21st to 19th Streets, newly created area above new Route 30 facility, including the landscaping. – Noncontributing non-historic elements.
- West-side gutters filled in at the two properties north of 19th St. Noncontributing elements.
- West-side original curbs Contributing elements.
- Filled in curbs from 19th St south to 13th Street -- Noncontributing elements.
- Concrete Curbs on all four corners at 13th St & Euclid Avenue (redone in 1968) Noncontributing elements.
- East-side cobblestone curb across from De Anza Park Contributing elements.
- "Ye Bridle Path" sign north of Foothill Boulevard Contributing element.
- Flag poles in front of bridle path sign Noncontributing elements.
- Madonna of Trail statue Contributing element.
- Flower bed surrounding Madonna of Trail statue noncontributing elements.
- All post-1930 traffic lights, signals and devices Noncontributing elements.

FROM 7TH ST., UPLAND TO CAROLINA ST., ONTARIO:

• Interstate 10 Freeway Interchange and associated open space and landscaping – Noncontributing elements.

FROM CAROLINA ST. TO G ST., ONTARIO:

- Boundaries The western and eastern boundaries are the westernmost edge of the
 west sidewalk and the easternmost edge of the east sidewalks and include the
 sidewalks.
- Mature street frontage trees on east and west side of Euclid Avenue Contributing elements.
- Center parkway median strip and trees Contributing elements.

- East and west-side original cobblestone gutters Contributing elements.
- Cast-iron streetlights that predate 1930 Contributing elements.
- All post-1930 traffic lights, signals and devices Noncontributing elements.

FROM G St. TO TRANSIT AVE., ONTARIO:

The integrity of Euclid Ave. south of G St. in Ontario is questionable through downtown. There are no frontage trees, no vintage streetlights, and many intrusions in the center parkway median such as travel lanes and left turn pockets.

- Boundaries The western and eastern boundaries are the curbs on the westernmost (south-bound) roadway and the curbs on the easternmost (north-bound) roadway.
- Center parkway median strip and mature trees Contributing elements.
- Center parkway median strip between Holt Blvd. and Transit Ave. Noncontributing element.
- Remaining cast-iron streetlights that predate 1930 Contributing elements.
- Mule car in exhibit house in center parkway median just north of Holt Blvd. Contributing elements
- Exhibit building around mule car in center parkway median just north of Holt Blvd. Noncontributing element.
- W.C.T.U. Fountain in center parkway median just north of C St. Contributing element.
- Circa 1997 Gazebo in center parkway median just north of C. St. Noncontributing element.
- Left-turn pockets in center parkway median Noncontributing elements.
- All post-1930 traffic lights, signals and devices Noncontributing elements.

FROM TRANSIT AVE. TO PARK ST., ONTARIO:

The entire road within the 1977 boundaries has lost integrity in this section due to the below-grade reconstruction of the road and the introduction of new railroad overcrossings. The Chaffey Fountain, which had been a contributing element in 1977 was relocated outside the boundaries of the district.

- Entire section of Euclid Avenue including center parkway median and all landscaping Noncontributing non-historic elements.
- Chaffey Fountain (now outside boundaries of historic property Noncontributing element.

FROM PARK ST. TO MISSION ST., ONTARIO:

- Boundaries The western and eastern boundaries are the westernmost edge of the
 west sidewalk and the easternmost edge of the east sidewalks and include the
 sidewalks.
- Mature street frontage trees on east and west side of Euclid Avenue Contributing elements.
- Center parkway median strip and trees Contributing elements.
- All original cobblestone curbs and gutters Contributing elements.
- All concrete curbs and gutters that postdate 1930 Noncontributing elements.

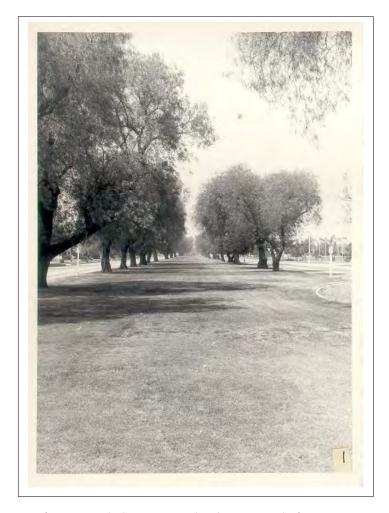
• All post-1930 traffic lights, signals and devices – Noncontributing elements.

FROM MISSION ST. TO MAPLE ST., ONTARIO:

- Boundaries The western boundary is the westernmost edge of the west sidewalk; the eastern boundary is the curb of the east (northbound) roadway.
- Mature street frontage trees on west side of Euclid Avenue Contributing elements.
- Center parkway median strip and trees Contributing elements.
- All original cobblestone curbs and gutters Contributing elements.
- All concrete curbs and gutters that postdate 1930 Noncontributing elements.
- All post-1930 traffic lights, signals and devices Noncontributing elements.

FROM MAPLE ST. TO PHILADELPHIA ST., ONTARIO:

- Boundaries The western and eastern boundaries are the westernmost edge of the
 west sidewalk and the easternmost edge of the east sidewalks and include the
 sidewalks.
- Mature street frontage trees on east and west side of Euclid Avenue Contributing elements.
- Center parkway median strip and trees Contributing elements.
- All original cobblestone curbs and gutters Contributing elements.
- All concrete curbs and gutters that postdate 1930 Noncontributing elements.
- All post-1930 traffic lights, signals and devices Noncontributing elements.



Left: 1. Euclid Avenue, looking north from Philadelphia Street, 1977.



Right: 1a. Euclid Avenue, looking north from Philadelphia Street, 1998.



1b. Euclid Avenue, looking northwest from Philadelphia Street, 1998. Show left-turn pocket added to median strip.



Top: 2. Euclid Avenue, at Emporia Street, Ontario, looking south, 1977. Bottom: 2a. Same view, looking south, 1998. After 1984 railroad grade separation project was completed.





2b. Euclid Avenue, at Emporia Street, Ontario, looking north, 1998. After 1984 railroad grade separation project was completed.



Top: 3. Euclid Avenue, at Main Street, Ontario, looking north, 1977. Bottom: 3a. Same view, looking north from Park Street after 1984 grade separation project was completed, 1998.





3b. Chaffey Fountain at new location in front of Ontario Museum of History & Art (225 S. Euclid Avenue) at the southeast corner of Euclid Avenue and E. Transit Street, looking southwest toward Euclid Avenue, 1998.

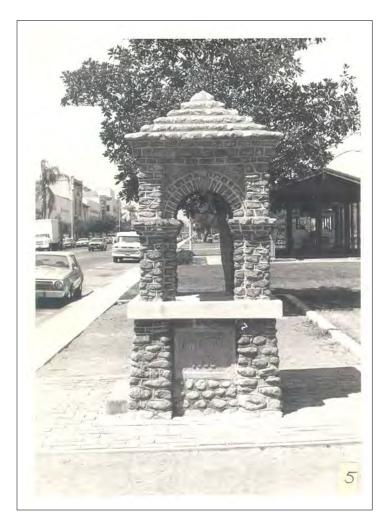
Fountain was moved from the median strip in the middle of Euclid Avenue between Main and Emporia Streets (to the south) for the 1984 construction of the railroad grade separation.

Right: 4. Euclid Avenue, at Emporia Street, Ontario, looking south, 1977.

Bottom: 4a. Same view, 1998. Euclid Avenue is below grade to left of photo; screened by landscaping.







Left: 5. Euclid Avenue, between Holt Boulevard and B Street, Ontario, looking north, 1977. W.C.T.U. Fountain in foreground.



Right: 5a. Same view, 1998. W.C.T.U. Fountain has been moved to 1-1/2 blocks north to the median at Euclid Avenue & C Street.



Top: 5b. Euclid Avenue, looking west just north of C. Street, Ontario, 1998. W.C.T.U. fountain in new location in front of new gazebo in the median. This location is two blocks north of original 1908 location at the northwest corner of Euclid & Holt.

Bottom: 5c. Euclid Avenue, looking northwest, just north of C Street, Ontario, 1998. Fountain visible in front of gazebo. Gazebo was dedicated on October 19, 1997.





5d. Euclid Avenue, looking north, at intersection with Holt Boulevard, Ontario, 1998. Left-turn pocket in center of median. Mule car exhibit in center background beyond trees.



Top: 6. Euclid Avenue, at 7th Street, Upland, looking north, 1977. Bottom: 6a. Same view, 1998.





Left: 7. Euclid Avenue, at Foothill Boulevard, Upland, looking north, 1977.



Right: 7a. Same view, 1998. Flag poles have been added.



Top: 8. Euclid Avenue, at Foothill Boulevard (north of Madonna of the Trail monument), Upland, looking north, 1977.

Bottom: 8a. Same view, 1998. Flagpole has been added.





Top: 9. Euclid Avenue, near 16th Street, Upland, looking north, 1977. Bottom: 9a. Euclid Avenue, near 15th Street, Upland, looking southwest, 1998. Similar cobblestone work within a block of 1977 photo.





Top: 10. Euclid Avenue, at 24^{th} Street, Upland, looking south, 1977. 24^{th} Street is the northern boundary

Bottom: 10a. Same view, 1998.



NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Sect	tion Page	
====	SUPPLEMENTARY LIS	ring record
	NRIS Reference Number: 05000843	Date Listed: 8/10/2005
	Euclid Avenue	San Bernardino CA
	Property Name	County State
	<u>N/A</u> Multiple Name	
	Places in accordance with the attach subject to the following exceptions, notwithstanding the National Park Se in the nomination documentation.	exclusions, or amendments,
1	Signature of the Keeper I	ate of Action
	Amended Items in Nomination:	=======================================
	<u>Description</u> : Materials: Other/Asphalt (roadway); Other/Granit boulevard)	e, Concrete (curb); Other/Earth (landscaped
	Significance While Criterion B (Association with significant in nomination best relates the significant contribution under Criterion A for the broad patterns of local has comparative information regarding others extant redoes it provide sufficient justification for the "work significant under Criterion C as a fine example of	ns of the Chaffey family and Charles Frankish istory. The nomination provides little esources associated with the individuals; nor eks of a master," although the property is
	These clarifications were confirme	ed with the CA SHPO office.

DISTRIBUTION:

National Register property file Nominating Authority (without nomination attachment)

JUN 2 8 2000

United States Department of the Interior National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property
historic name Euclid Avenue
other names/site number_State Route 83
2. Location
street & number From 24 th Street in Upland to Philadelphia Street in Ontario not for publication
city or town_Upland and Ontario vicinity
state <u>California</u> code <u>CA</u> county <u>San Bernardino</u> code <u>071</u> zip code: <u>91761;91762;</u> 91764;91710
3. State/Federal Agency Certification
As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this \(\) nomination \(\) request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property \(\) meets \(\) does not meet the National Register Criteria. I recommend that this property be considered significant \(\) nationally \(\) statewide \(\) locally. (\(\) See continuation sheet for additional comments.) California Office of Historic Preservation State or Federal agency and bureau In my opinion, the property \(\) meets \(\) does not meet the National Register criteria. (\(\) See continuation sheet for additional comments.) Signature of commenting or other official \(\) Date
State or Federal agency and bureau
4. National Park Service Certification
I hereby certify that this property is: Signature of the Keeper Date of Action Separate of the Keeper Signature of the Keeper Date of Action Signature of the Keeper Signature of the Keeper

Name of Property		County and State
5. Classification		
Ownership of Property (Check as many boxes as apply) private public-local public-State public-Federal Name of related multiple prop (Enter "N/A" if property is not part of a m		Number of Resources within Property (Do not include previously listed resources in the count.) Contributing Noncontributing
6. Function or Use		
Historic Functions (Enter categories from instructions)		Current Functions (Enter categories from instructions)
Landscape/Plaza		Landscape/Plaza
Transportation/Road-Related	d	Transportation/Road-Related
Transportation/Rail-Related		
7. Description		BE A sufficient
Architectural Classification (Enter categories from Instructions)		Materials (Enter categories from instructions)
No style		foundation
		roof
	· · · · · · · · · · · · · · · · · · ·	walls
		other

San Bernardino County, CA

Euclid Avenue

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

Euclid Avenue Name of Property	San Bernardino County, CA County and State
8. Statement of Significance	
Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing) A Property is associated with events that have made	Areas of Significance (Enter categories from instructions) Community Planning and Development Social History
a significant contribution to the broad patterns of our history.	Landscape Architecture
B Property is associated with the lives of persons significant in our past.	
Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.	Period of Significance 1882-1940
D Property has yielded, or is likely to yield information important in prehistory or history.	
Criteria Considerations (Mark "X" in all the boxes that apply.)	Significant Dates 1882 street laid out
Property is:	1883 street first planted
A owned by a religious institution or used for religious purposes.	1886 street extended to Ely (now Philadelphia) Significant Person
B removed from its original location.	(Complete if Criterion B is marked above)
C a birthplace or a grave.	Cultural Affiliation
D a cemetery.	NA
☐ E a reconstructed building, object, or structure.	
☐ F a commemorative property.☐ G less than 50 years of age or achieved significance	Architect/Builder Chaffey, George Jr. & William Benjamin (W.B.)
within the past 50 years. Narrative Statement of Significance	Frankish, Charles
(Explain the significance of the property on one or more continuation sheets	s.)
9. Major Bibliographical References	
(Cite the books, articles, and other sources used in preparing this form on o	
Previous documentation on file (NPS): ☐ preliminary determination of individual listing (36 CFR 67) has been requested. ☐ previously listed in the National Register ☐ previously determined eligible by the National ☐ Register ☐ designated a National Historic Landmark ☐ recorded by Historic American Buildings Survey # ☐ recorded by Historic American Engineering	Primary Location of Additional Data State Historic Preservation Office Other State agency Federal agency Local government University Other Name of repository:
Record #	

Euclid Avenue Name of Property	San Bernardino County, CA County and State
10. Geographical Data	
Acreage of Property: approximately 203 acres	
UTM References (Place additional UTM references on a continuation sheet)	
Zone Easting Northing Zone Easting 1 11 440008 3765845 3	Northing See continuation sheet.
Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)	
Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)	
11. Form Prepared By	
name/title Geoffrey Starns & Cathy Wahlstrom	
organization City of Ontario Planning Department	date September, 2004
street & number 303 East "B" Street	telephone (909) 395-2036
city or town_Ontario	atata CA sin anda 04704
City of town Ontario	state <u>CA</u> zip code <u>91764</u>
Additional Documentation	state CA zip code 91764
Additional Documentation Submit the following items with the completed form:	state CA zip code 91764
Additional Documentation	state <u>CA</u> zip code <u>91764</u>
Additional Documentation Submit the following items with the completed form:	
Additional Documentation Submit the following items with the completed form: Continuation Sheets Maps	perty's location.
Additional Documentation Submit the following items with the completed form: Continuation Sheets Maps A USGS map (7.5 or 15 minute series) indicating the pro-	perty's location.
Additional Documentation Submit the following items with the completed form: Continuation Sheets Maps A USGS map (7.5 or 15 minute series) indicating the pro A Sketch map for historic districts and properties having	perty's location. large acreage or numerous resources.
Additional Documentation Submit the following items with the completed form: Continuation Sheets Maps A USGS map (7.5 or 15 minute series) indicating the pro A Sketch map for historic districts and properties having	perty's location. large acreage or numerous resources.
Additional Documentation Submit the following items with the completed form: Continuation Sheets Maps A USGS map (7.5 or 15 minute series) indicating the pro A Sketch map for historic districts and properties having Photographs Representative black and white photographs of the pro Additional items (Check with the SHPO or FPO for any additional items) Property Owner	perty's location. large acreage or numerous resources.
Additional Documentation Submit the following items with the completed form: Continuation Sheets Maps A USGS map (7.5 or 15 minute series) indicating the properties having the properties have the pro	operty's location. large acreage or numerous resources. operty.
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Additional Documentation Submit the following items with the completed form: Continuation Sheets Maps A USGS map (7.5 or 15 minute series) indicating the properties having the properties have the pro	perty's location. large acreage or numerous resources. operty.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

National Register of Historic Places Continuation Sheet

Euclid Avenue, San Bernardino County, CA

Section number

Page 1

NARRATIVE DESCRIPTION:

This National Register nomination is for an approximately 8.4 mile long section of Euclid Avenue, currently part of California State Route 83 (SR-83), which runs from 24th Street to the Chino Valley Freeway (SR-71) through the Cities of Upland, Ontario and Chino. The historic portion of Euclid Avenue, is a spacious two hundred (200) foot wide treelined boulevard that travels from 24th Street in Upland, at the foothills of Mount Baldy, approximately 8.4 miles south to Philadelphia (Ely) Street in Ontario. Euclid Avenue right-of-way consists of two fifty-five (55) foot drives, one northbound and one southbound which are separated by a sixty (60) foot landscaped center median and bordered by fifteen (15) foot parkways with sidewalks. The Nomination is for the entire width (200 feet) of the right of way. The subdivision of the Ontario Irrigation Colony was intended for agricultural development, primarily citrus, and their related dwellings. Surrounding the Town of Ontario (from the Southern Pacific Railroad to Fourth Street), residential and commercial town lots were developed with larger Villa lots adjacent to the town. Euclid Avenue bisected the Colony, in a north-south direction, connecting the agricultural areas with the town. Intersecting streets were at an interval of a one-quarter (0.25) mile, with the streets in the Villa Lot area at an interval of one-eighth (0.125) of a mile and in the town are three-hundred seventy-five (375) feet. Minor alterations to the road, because of its function as a State Highway have not adversely affected the historic character and nature of Euclid Avenue.

The center median is planted with predominately California Pepper (Schinus Molle) trees, 50 feet on center, with Date Palm (Phoenix Dactylifera) trees, originally alternating with the peppers, typically existing at intersections; both originally planted in 1883. The Date Palms were removed shortly after they were planted to give the street a more uniform look and therefore have no impact on the integrity of the street. Many of the original trees remain, most notably north of Foothill Boulevard to 24th Street, which remains in original condition. Some Southern Magnolias (Magnolia Grandflora) have been planted along Euclid to replace pepper trees that had died and had to be removed. There are also the occasional Cedar Deodar (Cedrus Deodara) and other tree specimens that have been planted over the years. These trees have been planted in varying amounts throughout the proposed area. These specimens are non-contributing to the site and over time should be replaced with California Pepper trees. The parkways are planted with Silk Oak (Grevillea Robusta) trees, 30 feet on center, and Date Palms, originally planted in 1883 –1886. Once again the majority of the Palms were removed by the Chaffey Brothers shortly after they were planted. The original trees still exist in their original location. In addition, a variety of Armstrong Registered roses have been planted in the median. While Armstrong Nurseries (now Armstrong Lawn and Garden Centers, established in 1889 in Ontario) is an important part of Ontario's history, the planting are a non-contributor to this nomination.

The curbs and gutters along Euclid Avenue were originally made of Granite cobblestones and concrete, the majority of which still exists. Some curbs were replaced with concrete-only curbs, most notably from "G" Street south to Philadelphia Street, starting in the 1910s. The original cast iron lampposts were replaced in the mid 1920's with the King's Standard cast Iron lampposts. Ontario, Upland and California Department of Transportation (CalTrans) have added more modern light fixtures, because of Euclid Avenue's designation as a State Highway. The Women's Christian Temperance Union (W.C.T.U) fountain was originally built in 1901 and was located at the northwest corner of Euclid Avenue and "A" Street (now Holt Boulevard). It has been moved several times

National Register of Historic Places Continuation Sheet

Euclid Avenue, San Bernardino County, CA

Section number 7

Page 2

NARRATIVE DESCRIPTION CONTINUED:

and is now in place in front of the Bandstand at Euclid Avenue and "C" Street, and is a contributor to the nomination. It also has been identified as appearing eligible (3S) for inclusion in the National Register. The Madonna of the Trail Monument, already a State Historical Landmark, stands at its original location on the Euclid Avenue Median at the Foothill Boulevard intersection, and is a contributor to the nomination. Immediately north of the Monument is the entrance to the bridal path, which extends to 24th Street.

The fountain erected by Charles Frankish, originally located in the center median, was moved by CalTrans in 1983 with the construction of the Southern Pacific and Union Pacific Railroad underpass. It currently sits approximately 150 feet from its original location, adjacent to Euclid Avenue in front of the Ontario Museum of Art and History (Old City Hall) just north of the Southern Pacific Railroad tracks. The original Community Bandstand, built in 1887, was located in the center median at the intersection of Euclid Avenue and "A" Street (now Holt Boulevard). It was removed in the 1920's, but was recently reconstructed (using historic photos) in the median at the intersection of Euclid Avenue and "C" Street, and is a non-contributor to the nomination. The Mule Car display, commemorating the original mule cars that traveled from 24th Street to the Southern Pacific Railroad, is located in the median between Holt Boulevard and "B" Street. This display features a replica of the original mule car, and is a non-contributor to the nomination. The Veteran's Memorial, originally constructed after World War I and subsequently removed, has been reconstructed on the median and the intersection of Euclid Avenue and "B" Street, and is a non-contributor to the nomination. Also located in the median are several concrete planters and benches that were constructed to replace temporary ones that were installed in the 1950s. These are also non-contributors to the nomination.

Bordering the street right-of-way is a variety of buildings and uses. The southern part of Euclid Avenue constructed by the Chaffeys is in the original commercial core of the city, Downtown Ontario. The northern part is in an area that is predominately residential, with some commercial, religious and institutional uses through the Cities of Ontario and Upland.

The only major alterations to Euclid Avenue have been the underpass under the Southern Pacific and Union Pacific Railroad tracks and the construction of the San Bernardino (I-10) Freeway and the Foothill (SR-210) Freeway, which passes under Euclid Avenue. The Foothill (SR-210) Freeway underpass has kept the integrity of Euclid Avenue. Because of the requirements of Section 106 of the National Historic Preservation Act, the landscaping, median, and other character defining features of Euclid Avenue have remained intact. The care Caltrans took on the Foothill Freeway, is not evident in either the San Bernardino Freeway or the Southern and Union Pacific Railroad underpasses. The San Bernardino (I-10) Freeway, built in the early 1950's has created a somewhat significant impact to the character of the street. The median is not landscaped, but some trees were planted. The impact is minimized since visually Euclid Avenue continues beyond the freeway. The impact would be more severe had the freeway passed over Euclid Avenue. The most severe impact is at the railroad underpass for the Southern and Union Pacific Railroads. Built in 1982-83, the overpass visually separates the original Chaffey portion of the Avenue and the Frankish addition. The overpass was not designed to be sensitive to the historic character of Euclid Avenue. The project was however given a determination that it did not impact the street. Several minor alterations over the years, including the replacement of dead and

National Register of Historic Places Continuation Sheet

Euclid Avenue, San Bernardino County, CA

Section number

Page 3

NARRATIVE DESCRIPTION CONTINUED:

diseased landscaping, addition of new light fixtures, and the replacement of curbs and gutters. The alterations that have been made do not significantly impair the overall integrity or character of Euclid Avenue.

The setting of Euclid Avenue has not changed, except to the extent that some of the buildings and structures adjacent to the avenue have changed over time. This change is reflected primarily in the different architectural styles of houses and commercial buildings along Euclid Avenue. Although there have been changes over time the original design concept and character of Euclid Avenue remains has retained its historic integrity.

Euclid Avenue Plantings

Street Segment	Parkways	Median	Other Plantings
24th Street to Foothill Freeway (SR-210)	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	
Foothill Freeway (SR-210) Underpass	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Citrus Trees have been planted between the parkways and the edge of the bridge, behind the Silk Oak Trees
Foothill Freeway (SR-210) to 17 th Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	
17th Street to 16th Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Date Palms (Pheonix Dactylifera) planted between Silk Oak trees in parkways
16 th Street to Foothill Boulevard	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	
Foothill Boulevard to San Bernardino Freeway (I-10)	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle) mixed with Carob Trees (Ceratonia Siliqua)	
San Bernardino Freeway (I-10) Underpass	None	None	
San Bernardino Freeway (I-10) to G Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Magnolias (Magnolia Grandlora) and Deodars (Cedrus Deodara) have been planted in Median periodically with the Peppers
G Street to the Union Pacific Railroad	None¹	California Pepper (Schinus Molle)	Magnolias (Magnolia Grandlora) have been planted in Median periodically with the Peppers
Union Pacific Railroad Underpass	None	None	
Union Pacific Railroad to Philadelphia Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Clusters of American Sweet Gum (Liquidamber Styraciflua) and Scotch Pines (Pinus Sylvestris) periodically in Median

Notes:

1. Between G Street and the Union Pacific Railroad was laid out as the Town of Ontario and beginning in the mid 1880s the Parkway trees were removed as the town developed.

National Register of Historic Places Continuation Sheet

Euclid Avenue, San Bernardino County, CA

Section number

3

Page 1

NARRATIVE STATEMENT OF SIGNIFICANCE:

Euclid Avenue is eligible for listing in the National Register of Historic Places under Criteria A and C. Euclid Avenue is a significant piece of not only the local history of Ontario and Upland, but also the State of California. Euclid Avenue was the centerpiece of the Ontario Irrigation Colony, which was to become the Cities of Ontario and Upland. There is also a significant link between Euclid Avenue and the history of Australia. The Significance of Euclid Avenue can be assigned to two areas: Community Planning and Development and Social History. Euclid Avenue is also culturally significant to the Cities of Upland and Ontario. It has been the center of community events and activities since 1882. It is so closely identified as an important part of the community that the Euclid Avenue median is depicted in Ontario's City Seal and Upland's City Seal depicts Euclid Avenue travelling up to 24th street and the Madonna of the Tail Monument.

Historical Background

The significance of Euclid Avenue in the areas of community planning and development are based on the creation of the Ontario Irrigation Colony by George Chaffey Jr. and William Benjamin (W.B.) Chaffey. A discussion of the landscape architecture of Euclid Avenue has been included to further show the importance of Euclid Avenue.

Community Planning and Development - the Chaffey Irrigation Colonies

George Chaffey Jr. was born in Brockville, Ontario, Canada and grew up in Brockville and Kingston, Ontario, Canada. He followed his father's footsteps and became a ship builder. Engineering ran in the Chaffey Family. George Chaffey Jr's uncle, Benjamin Chaffey, was involved with the construction of the Victoria Bridge, which crosses the St. Lawrence Seaway in Montreal. George started his career as a shipbuilder and designed and built over 20 ships, most notably the S.S. Geneva, which in 1875 was the fastest light draught ship in America, and had an article published about it in Scientific American. George and William's father retired in 1878, and moved the family, including, his brother Charles and his sister Emma to the Arlington area of Riverside. William and his family moved with their father. The Chaffey family planted one of the first orange groves in Arlington.

William had seen first hand the potential of agricultural development and had toured the Cucamonga area with Charles. He had also written George regarding the potential of agricultural development in the Cucamonga area. In 1880, George came to Riverside to visit the family. His brother Charles took him on a tour of the Cucamonga area. George soon became infected with the same enthusiasm that William and Charles had for the prospect of developing agricultural land in Cucamonga. He set out to become an expert in irrigation. On Thanksgiving Day in 1881, they traveled to the house of Captain Joseph S. Garcia and bought 1,000 acres of the Cucamonga Rancho. Shortly after they bought additional land, and established the 2,500 acre Etiwanda Irrigation Colony, named after an Indian Chief and friend of his Uncle Benjamin.

William Chaffey saw the difficulties in Arlington when landowners did not have any water rights. In Riverside, the founders of the settlement had created a system by which a settler would buy land but be dependent on water from a company that they had no control of. A fellow Canadian, Matthew Gage, created the Gage Canal

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

to bring waters from the Santa Ana Riverbed to his lands in Arlington to avoid the problem. Luther M. Holt, publisher of a Riverside newspaper, thought the solution to the problem was to incorporate as a Mutual Water Company. This system became known as the Holt-Chaffey Mutual Water Company System, and it became the model of future irrigation developments.

The premise of the Mutual Water Company System was very simple, ensure that every landowner was given a share of the water, based on the amount of land they owned. First, the Chaffey Brothers bought the land and water rights. Second, they established a water company, and created shares of stock. They then sold their water rights to the company for all the shares of stock. As they then sold land to settlers, the sale also included shares of stock in the water company, thereby ensuring the landowners had control of the water company and therefore the water. The first settlement to use this system was the Etiwanda Irrigation Colony.

While developing Etiwanda in 1882 (which sold over 1,400 acres in the first eight months at \$100 per acre), the Chaffey Brothers began thinking about a new project. The money earned from Etiwanda allowed the Chaffey's to negotiate with Captain Garcia for the San Antonio Lands portion of the Cucamonga Rancho. George Chaffey imagined this new settlement. In the Life of George Chaffey, written in 1928 by J.S. Alexander, he states that:

"From the plateau at the foot of the mountain I obtained a bird's-eye view of the whole area I proposed to acquire, and while I was standing there looking at it, I saw what Ontario was to and did become."

The Chaffey Brothers bought the 6,216 acres of the San Antonio Lands on September 15, 1882 for \$60,000.00. Subsequent purchases of railroad and government land created the land for the townsite and the crucial 114 acre Kincaid Ranch at the mouth of the San Antonio Creek, which was purchased for \$11,000.00, rounded out the Ontario Colony. During the purchases, the developers of Pomona claimed rights to San Antonio Creek. Through negotiations each received half the water in the creek. George Chaffey knew that there was much more water underground than on the surface. He considered the creeks in Cucamonga to flow inside out. He was proved right. Today, Pomona receives 9% of their water from San Antonio Creek and 72% from underground sources. Ontario has received up to 88% of its water from underground sources.

Improving on the Etiwanda Colony, this new venture was intended to be a model settlement. The plan for the colony was based on four fundamental principals:

- 1. Distribute the water over the whole tract to each farm lot in cement pipes, each holder to share in the water proportionately to his holding irrespective of distance from the source;
- 2. Construct a main thoroughfare from one end of the settlement to the other, and lay it out in such a way that it will be a thing of beauty forever;

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

- 3. Provide a College for the agricultural education of the people of the colony and for the general education of their children;
- 4. Secure the best possible class of settlers by a reversionary clause in the deeds to each allotment forbidding absolutely the sale of intoxicating liquor.

Euclid Avenue was conceived and planned by George and William Chaffey to be the centerpiece for their "Model Colony". It was to be the main thoroughfare through the Ontario Irrigation Colony. It was to travel from San Antonio Heights, at the base of the San Gabriel Mountains, at the north end of the colony, south to the Southern Pacific Railroad (see attached map). In the Life of George Chaffey, written in 1928 by J.S. Alexander, he states that:

"George Chaffey's subdivision set the new standard for rural communities. Its most striking feature was that every ten-acre lot had street or avenue frontage. From the Mesa he laid out the main avenue 200 feet wide and eight miles long [actually 6.2 miles] to the Southern Pacific Railway crossing. Parallel Avenues 66 feet wide were laid out at half-mile intervals. These were intersected by numbered cross streets running east and west every quarter of a mile, thus cutting the tract into a series of eighty-acre blocks, each subdivided into eight ten-acre lots, exclusive of the space occupied by streets and avenues." (page 48)

The second principal, creation of a thoroughfare that ran from one end of the settlement to the other, became Euclid Avenue. Because of its extraordinary beauty and function, Euclid Avenue became the centerpiece of the Colony and soon served as a model for other settlements within the United States and Australia. The historic stretch of Euclid Avenue runs through the current Cities of Ontario and Upland where it remains a community centerpiece and prominent historic landscape.

George Chaffey's plan for Ontario had principals that were laid down in advance, for the colonization of the territory in what Vide Ingersoll called, in his Annals of San Bernardino County, "the most perfect then formulated". One of these principals was the creation of what was to become Euclid Avenue. That principal was:

Construct a main thoroughfare from one end of the settlement to the other, and lay it out in such a way that it will be a thing of beauty forever;

Euclid Avenue was designed and laid out in 1882 by George and William Benjamin (W.B.) Chaffey, the founders of the Ontario Irrigation Colony. Construction began that same year under their direct supervision. By January 1883, four (4) miles had been graded. Planting of the trees from the Southern Pacific Railroad to 4th Street began in April 1883. The parkway was originally planned to be planted with only a double row of Palm trees, but the Chaffey Brothers decided to plant a double row of California Pepper trees 50 feet on center, along with the Palms. This was done because Pepper trees were fast growing and would provide landscaping while the Palms grew. Most of the Palms were later removed by the Chaffey Brothers. Several of the Palm trees still

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exist at street intersections. The entire stretch of the Avenue was completed to 24th Street in 1884. A single row of Grevilleas and Eucalyptuses were planted along the side parkways because of their ornamental qualities. W.B. Chaffey, a horticulturist, planted mostly Australian trees, because of their resistance to heat and their drought tolerance. The connection to Australia began with the planting of Euclid Avenue and as J.S. Alexander called it, Euclid Avenue was "almost a little bit of Australia set in the heart of California". (page 48)

So great was the achievements of the Chaffey Brothers that on January 17, 1903, the United States Government chose Ontario as the standard for all United States Irrigation Colonies. In 1904, a model of the colony was prepared for and presented at the St. Louis World's Fair (hence the name, "The Model Colony").

In 1885, Alfred Deakin, Victorian minister of water supply and the future first Prime Minister of Australia, was in the United States on a fact finding mission, heard about the Chaffey's irrigation colonies and came to Ontario. Impressed by the Ontario Colony, he convinced George and William Chaffey to come to Australia and establish irrigation colonies there. In 1886, the Chaffey Brothers sold their interests in Ontario and moved to Australia to establish new irrigation colonies.

A group of Investors, led by Charles Frankish, bought out the Chaffey Brothers and formed the Ontario Land and Improvement Company. Frankish bought the property south of the Ontario Irrigation Colony, from Southern Pacific Railroad to the Rancho Santa Ana Del Chino, and named it the South Side Tract. Frankish then extended Euclid Avenue south to Ely Street, now Philadelphia Street, through his South Side Tract. The street was laid out and constructed under his personal supervision in 1886 to conform with the Chaffey's plan for Euclid north of the Southern Pacific Railway.

By the 1930s, Euclid Avenue had received widespread recognition as being an outstanding example of landscape architecture and was known as one of the most beautiful boulevards in the world. On October 24, 1926, an article in the Los Angeles Times reported that Euclid Avenue was "a boulevard of national and even world renown and is unmatched for its beauty... an attraction 'raved over' by every visitor to Southern California".

Ed Ainsworth, a columnist, reported in the mid 1930s in his column "El Camino Real" that:

"Charles Gibbs Adams, nationally known landscape architect, not long ago reported that a jury of experts, named for the purpose of selecting the world's most beautiful highways had included the Ontario thoroughfare in its list of seven."

Euclid Avenue was designed to be the focal point of the Ontario Colony. Historically, community events have been held there. This includes the Fourth of July parade and All-States picnic (named the World's Largest Picnic Table by the Guinness Book of World Records), the Chaffey Tournament of Bands, and Christmas on Euclid. That tradition continues with the summer concerts at the reconstructed bandstand, the Arts and Crafts show, the classic car show and the Kiwanis Pancake Breakfast and numerous other events. In addition, the

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

Euclid Avenue Nativity Display, Ontario Historic Landmark No. 65 has been displayed on Euclid Avenue since 1959.

An important part of the development of Euclid Avenue and the Ontario Colony was the transportation aspect of the Avenue. The Chaffey Brothers designed a grand boulevard for horses and carriages and an electric trolley line that would travel down the median. The Chaffey Brothers departed for Australia before the construction of the trolley line began. Charles Frankish founded the Ontario and San Antonio Heights Railroad Company, which constructed the trolley line. The first trolley, called the "Gravity Mule Car", traveled down the Euclid Avenue median from 24th Street to the Southern Pacific Railroad in 1888. The mules pulled the car up the hill, then were loaded on a pull out platform at the rear of the car, and rode back down the hill. The mule car was replaced in 1895 by electric trolleys and became one of the Pacific Electric Red Car Lines in 1912 and ran until 1928. Mr. Earl H. Richardson, who invented the "Hotpoint" electric iron in 1903, electrified the trolley line. In addition, the Chino Valley Narrow Gauge Railroad traveled down the southern part of Euclid Avenue between the Southern Pacific Railroad and the town site of Chino.

Euclid Avenue is also located at a crossroads of transportation, past and present. It intersects historic trails, highways (including Route 66), railroads, and modern freeways. The Madonna of the Trail monument, which is one of twelve statues, marks the pioneers' trail across the United States. The Madonna of the Trail monument in Upland signifies the western end of the trail. The monument farthest east is in Bethesda, MD. The Monument was dedicated by a then obscure judge from Missouri, and future President of the United States, Harry S. Truman.

Landscape Architecture

Euclid Avenue was designed and laid out in 1882 by George and William Benjamin (W.B.) Chaffey, the founders of the Ontario Irrigation Colony. Construction began that same year under their direct supervision. There is no information regarding the labor used to construct Euclid Avenue, although we do know that the Chaffey Brothers used Chinese laborers to construct tunnels to bring water from San Antonio Creek. By January 1883, four (4) William Benjamin Chaffey was a horticulturist and was responsible for the plant miles had been graded. selections and supervised the planting of the colony. Planting of the trees from the Southern Pacific Railroad to 4th Street began in April 1883. Edward J. Jacquet, from Switzerland, was in charge of the planting. He had a crew of five men. The parkway was originally planned to be planted with only a double row of Date Palm (Phoenix Dactylifera) trees, but it was decided to plant a double row of California Pepper (Schinus Molle) trees 50 feet on center, along with the Palms. This was done because Pepper trees were fast growing and would provide landscaping while the Palms grew. Most of the Palms were later removed by the Chaffey Brothers. Several of the Palm trees still exist at street intersections. The entire stretch of the avenue was completed to 24th Street in 1884. A single row of Silk Oak (Grevillea Robusta) trees were planted along the side parkways because of their ornamental qualities. W.B. Chaffey chose to plant mostly Australian trees, because of their resistance to heat and their drought tolerance. The connection to Australia began with the planting of Euclid

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

Avenue and as J.S. Alexander called it, Euclid Avenue was "almost a little bit of Australia set in the heart of California". (page 48)

Little is known regarding the career of William Benjamin Chaffey because he resided in Mildura, Victoria, Australia from 1886 until his death in 1926. There is no information regarding any formal schooling W.B. Chaffey had in horticulture. When he was 22, he moved his family to Arlington. It is known that he received much of his training in horticulture in the citrus groves of Riverside. According to a January 11, 1896 Special Edition of the Ontario Observer, W.B. Chaffey's:

"Extensive knowledge in practical horticulture, gained while farming the home ranch at Arlington, and in planting and caring for a large number of Riverside orange groves owned by absentees."

We do know that while in Mildura, he dedicated himself to the creation and development of the dried fruits industry. The Chaffey Colonies of Renmark and Mildura joined to form the Australian Dried Fruits Association. W.B. Chaffey was the President of the association for many years. Because of his dedication to the industry that helped save the Mildura Colony and to the Colony itself, W.B. Chaffey was the first President of the Shire of Mildura in 1903, and the first Mayor of the City of Mildura in 1920.

Euclid Avenue also has an international significance associated with it. The founding principals of the Ontario Irrigation Colony were also used in the development of the Chaffey Irrigation Colonies in Australia. Both the Mildura and Renmark Irrigation Colonies, each founded by the Chaffey Brothers in 1887, contain as the main thoroughfare, a 200 feet wide right-of-way with a 60-foot median and two parallel avenues each 66 feet wide. The Mildura colony also has Pepper trees planted, this time as a single row on the parkways. Both colonies were laid out around this avenue, just as Ontario was laid out around Euclid Avenue.

Period of Significance

The Period of Significance for Euclid Avenue is 1882 to the 1930s. The 1882 date is established with the creation of the Ontario Irrigation Colony and Euclid Avenue by George and William Chaffey. The 1930s date is established because of the development pattern of Ontario and Upland. Euclid Avenue was a significant element for transportation, a social gathering place and as an identifiable landscape feature of the community. As both cities converted from an agricultural colony to a modern city, the transformation occurred first along Euclid Avenue. From the turn of the 20th century until the start of World War II, development of residential neighborhoods on agricultural property occurred adjacent to Euclid Avenue. While this transformation occurred Euclid Avenue continued to be a significant element in the community.

As the cities developed, the typical suburban sprawl of Southern California affected the significance of Euclid Avenue. In 1928, the Pacific Electric Railroad abandoned its Euclid Avenue Line, lessening the role of Euclid Avenue as a significant transportation route. Euclid Avenue played a less important role in the development of the two cities as the cities expanded away from Euclid Avenue. After World War II and the subsequent housing

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boom, the significance of Euclid Avenue was dramatically reduced as the cities rapidly expanded away from Euclid Avenue. The development of the Interstate Highway System was the final blow to Euclid Avenue's dominance as a important transportation element. Althought still a State Highway, Euclid Avenue is just a piece of the regional system, instead of the primary route.

As a social gathering place, Euclid Avenue is still important to the community. Through time and as more people settled in Ontario and Upland, the events typically and exclusively held on Euclid Avenue spread to other areas of the City's to bring those events to more of the community. It has not been until recently that Euclid Avenue has had a resurgence as a social gathering place. Euclid Avenue has been and will always be a significant landscape feature to the community. Euclid Avenue's significance in the Cities of Upland and Ontario ended at World War II. That event was a watershed moment not only for the history of the United States but also for the development of Southern California. The entire landscape of Southern California changed and Euclid Avenue was not exempt from this change. These events determined our selection of Euclid Avenue's period of significance from 1882 until the 1930s.

National Register Criteria

Euclid Avenue is the most prominent and arguably the most significant historical resource in the Cities of Ontario and Upland. It's origins date back to the creation of the Ontario Irrigation Colony and it is the best physical example of the ideals, principles and genius of the Chaffey Brothers. Euclid Avenue meets criteria A, and C for placement on the National Register of Historic Places. A discussion under Criterion B was provided to show the relationship between Euclid Avenue and the people significant in Ontario and Upland's History in order to further show the importance of Euclid Avenue to the local communities.

Criterion A

Criterion A, requires that the resource have a quality of significance that is associated with events that have made a significant contribution to the broad patterns of our history.

The principals of Ontario and the Holt-Chaffey Mutual Water Company changed the way communities were developed. As previously discussed, Ontario was only the second community developed on the mutual water company system. This system and the principal's for the creation of Ontario so revolutionized the way agricultural communities were developed that it was recognized by the Department of Interior and the United States Congress, and was designated as the standard model for development of agricultural colonies established in and by the United States. The Model was also used by the Chaffey's in Australia and copied by numerous other Australian developments.

The centerpiece and most visible aspect of this model was Euclid Avenue. Euclid Avenue was used as the prime method of transporting the water. Since every parcel had street (east/west roads) or avenue (north/

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south roads) frontage, and since every street intersected Euclid Avenue, concrete pipes were constructed and put underground on Euclid Avenue to carry the water to the parcels. In Ontario, the water company, named the San Antonio Water Company, (after San Antonio creek, the source of the water) is still in operation today.

Criterion B

Criterion B deals with the significance of a resource as it relates to its association with the lives of persons significant in our past. Euclid Avenue is associated with numerous people significant to the history of Ontario and Upland, California and the United States. The three people most associated with Euclid Avenue are George and William Benjamin (W.B.) Chaffey, and Charles Frankish. Also indirectly associate with Euclid Avenue are Andrew McCord Chaffey, who brought Branch banking to California, and Alfred Deakin, the first Prime Minister of Australia. The first of these people is George Chaffey.

George Chaffey Jr.

George Chaffey was one of the most significant figures of his time. Chaffey's connection to historic figures began as a young man. George Chaffey's father was in the shipping and ship building business and shipped many items along the Great Lakes for Mark Hanna. As J.S. Alexander recites, Hanna was:

"a kind of American King-maker, who made William McKinley president, and virtually controlled National Republican politics in the U.S.A. for a generation. Whenever Mark Hanna visited he always stayed at the home of George Chaffey Senior." (page 19)

Engineering ran in the Chaffey Family. Benjamin Chaffey, uncle of George Chaffey Jr., was involved with the construction of the Victoria Bridge, which crosses the St. Lawrence Seaway in Montreal. George's father, as previously mentioned, was a shipbuilder. George started his career as a shipbuilder and designed and built over 20 ships, most notably the S.S. Geneva, which in 1875 was the fastest light draught ship in America, and had an article published about it in Scientific American. During the creation of the Etiwanda, George Chaffey created the Mutual Water Company system with Luther M. Holt, a system that ensured water rights with the purchase of land. This system would become a standard for future developments.

George Chaffey was also involved in numerous other enterprises. In 1882, he installed an electric light at his house, powered by hydroelectric power, just 3 years after Thomas Edison invented it, making it the first light west of the Rocky Mountains. Due to the interest in electric lighting shown by the City of Los Angeles, Chaffey founded the Los Angeles Electric Company, and according to J.S. Alexander, Los Angeles was "the first city in the United States, if not the world, to be exclusively lighted by electricity".

George Chaffey was also fascinated by the telephone and installed a phone line from his house in Etiwanda to San Bernardino. The line was later extended to Ontario. According to J.A. Graves in his book "My Seventy Years in California" Chaffey's long distance phone line was the longest line in operation in the world, and had

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remained the longest in the state for some time. George Chaffey, along with his brother William Benjamin (W.B.) Chaffey founded not only Etiwanda and Ontario, but also Australia's first two Irrigation Colonies, Renmark and Mildura. George Chaffey returned from Australia 10 years later and continued his extraordinary achievements.

He returned to help Ontario and Upland out of a drought that was plaguing all of Southern California through the drilling of artesian wells in the canyon. He also bought a property in Cucamonga and found water, allowing it to be piped to Ontario and sold. His greatest achievement was in 1900 when he became president of the California Development Corporation, built the Imperial Canal, which irrigated the Imperial Valley, and founded the towns of Mexicali, Calexico, and Imperial.

In 1905, Chaffey went to the Owens Valley, bought land with the intention of irrigating the land, developing hydroelectric power and building an electric railroad to Los Angeles. He also founded the town of Manzanar, which would later become the site of one of California's most famous interment camps. The acquisition of this land and its water rights, was in direct conflict with secret plans of William Mulholland and the City of Los Angeles to bring water to the San Fernando Valley. Los Angeles eventually bought out the Chaffey interests. Chaffey's final irrigation project was the irrigation of the East Whittier-La Habra area, where he brought water 14 miles to irrigate the area.

William Benjamin (W.B.) Chaffey

The second significant historic figure associated with Euclid Avenue is William Benjamin Chaffey. W.B. Chaffey, as he was known, was a horticulturist and partner with George in the Chaffey Irrigation Colonies. W.B. was responsible for the planting of Euclid Avenue. He first came to California in 1878 when his father retired to Riverside. W.B. became interested in horticulture and became well respected locally. As previously discussed, little is known regarding the career of William Benjamin Chaffey because he resided in Mildura, Victoria, Australia from 1886 until his death in 1926. There is no information regarding any formal schooling W.B. Chaffey had in horticulture. When he was 22, he moved his family to Arlington. It is known that he received much of his training in horticulture in the citrus groves of Riverside. According to a January 11, 1896 Special Edition of the Ontario Observer, W.B. Chaffey's:

"Extensive knowledge in practical horticulture, gained while farming the home ranch at Arlington, and in planting and caring for a large number of Riverside orange groves owned by absentees."

When the Chaffey Brothers went to Australia, W.B. was responsible for the planting of Deakin Avenue in Mildura, which is based on Euclid Avenue's design, with similar landscaping to that of Euclid Avenue. He decided to stay in Mildura when George returned to America. We do know that while in Mildura, he dedicated himself to the creation and development of the dried fruits industry. The Chaffey Colonies of Renmark and Mildura joined to form the Australian Dried Fruits Association. W.B. Chaffey was the President of the association for many years. Because of his dedication to the industry that helped save the Mildura Colony and to the Colony itself, W.B. Chaffey was the first President of the Shire of Mildura in 1903 and the first Mayor of the City

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of Mildura in 1920. He was known in Mildura as "Boss" and eventually became the "Old Man of Mildura". He became so beloved that there is a statue of him in the center median of Deakin Avenue in Mildura.

Charles Frankish

Third is significant figure is Charles Frankish, who formed the Ontario Land and Improvement Company and bought out the Chaffey's when they left for Australia. Frankish completed the Chaffey vision for Ontario. Frankish was responsible for the extension of Euclid Avenue south of the Southern Pacific Railroad. He also was responsible for the creation of the Ontario &San Antonio Heights Railway, which traveled down Euclid Avenue until it was bought out by the Pacific Electric Railway. Because of his holdings in Ontario, he was influential force in Ontario and Upland politics for almost 50 years.

Criterion C

Criterion C relates the significance of the resource if it embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. As discussed previously in the description of the street, Euclid Avenue has distinctive characteristics of a method of construction, with its rock curbs, unique median and other features. The second portion of Criterion C is that the resource represents the work of a master. Euclid Avenue is the visual representation of the accomplishments of the Chaffey Brothers. The Chaffey Brothers became the premier developer of agricultural and irrigation colonies in Southern California and Australia. George Chaffey became the foremost authority of his time on irrigation. His creation and development of Etiwanda, Ontario, Renmark, Mildura, Calexico, Mexicali, Imperial and Manzanar as irrigation colonies and his development of water in the East Whittier-La Habra area allowed the growth and development of Southern California. His greatest achievement, and one of the greatest achievements in the history of irrigation, was the creation of the Imperial Canal, which first successfully diverted water from the Colorado River. This canal was completely gravity fed. These achievements prove the George Chaffey was a master in the development of Irrigation.

W.B. Chaffey was the horticulturist. He was one of the leading cultivators of citrus groves in the Arlington area of Riverside, and was a leader in the creation and development the Dried Fruit Industry in Australia. W.B. was responsible for the plant selection for Euclid Avenue and supervised the planting. Euclid Avenue is the embodiment of the Chaffey Brothers ideals and principles regarding the development of agricultural and irrigation communities and is the best representation of their work in California.

Significant Person(s):

George Chaffey Jr. William Benjamin (W.B.) Chaffey Charles Frankish

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Verbal Boundary Description:

Euclid Avenue right-of-way, from 24th Street in the City of Upland, South to Philadelphia Street in the City of Ontario.

Boundary Justification:

The boundaries of the nomination those of the historic stretch of the street, constructed between 1882 and 1888. 24th Street is the northern most point, beginning, of Euclid Avenue. Philadelphia was the historic southern most point, end, of Euclid Avenue. The boundaries include the entire 200 foot width of the public right-of-way, which includes the 60 foot wide landscaped median, two 55 foot wide drives, and two 15 foot wide landscaped parkways and sidewalks. South of Philadelphia Street was not improved until the 1970's and later, and is therefore not of significance.

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Historic Photos

Euclid Avenue - All photos taken Courtesy of the Model Colony Room, Ontario City Library

- 1. Euclid Avenue 1898 (bandstand in foreground)
- 2. Euclid Avenue 1890 (bandstand in foreground)
- 3. Euclid Avenue 1905 (bandstand in foreground)
- 4. Euclid Avenue 1888 (frankish fountain in foreground)
- 5. Euclid Avenue aerial 1920
- 6. Euclid Avenue looking north from Holt Boulevard
- 7. Euclid Avenue 1887
- 8. Euclid Avenue Looking North from Holt Boulevard
- 9. Euclid Avenue Looking South from B Street
- 10. Euclid Avenue Looking North from Holt Boulevard
- 11. Euclid Avenue Looking North from Holt Boulevard
- 12. Euclid Avenue Veteran Memorial on Euclid Avenueat Holt Boulevard

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1. Euclid Avenue - 1898 (bandstand in foreground)



2. Euclid Avenue - 1890 (bandstand in foreground)



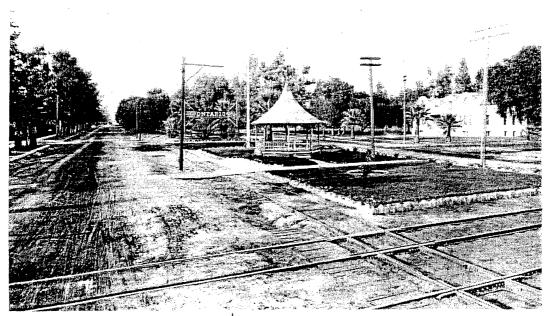
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Euclid Avenue, San Bernardino County, CA

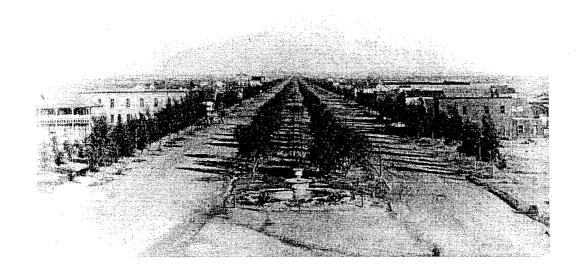
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3. Euclid Avenue - 1905 (bandstand in foreground)



4. Euclid Avenue - 1888 (frankish fountain in foreground)



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Euclid Avenue, San Bernardino County, CA

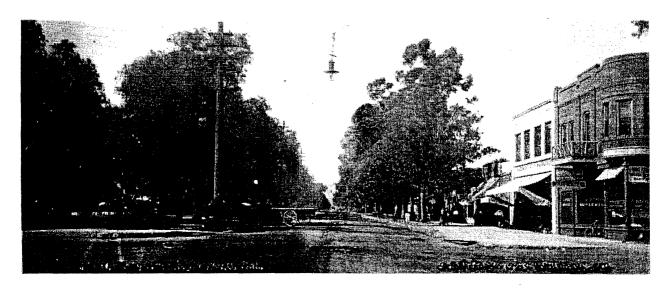
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5, Euclid Avenue aerial - 1920



6. Euclid Avenue - looking north from Holt Boulevard



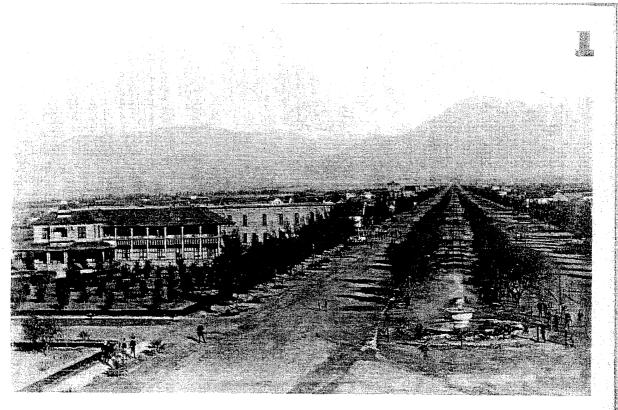
National Register of Historic Places Continuation Sheet

Euclid Avenue, San Bernardino County, CA

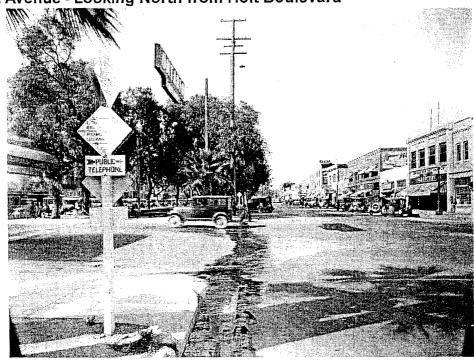
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7. Euclid Avenue - 1887



8. Euclid Avenue - Looking North from Holt Boulevard



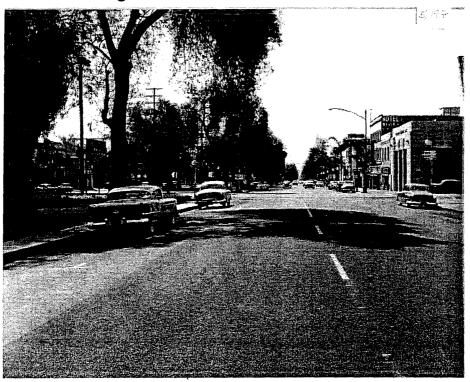
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Euclid Avenue, San Bernardino County, CA

9. Euclid Avenue - Looking South from B Street



10. Euclid Avenue - Looking North from Holt Boulevard



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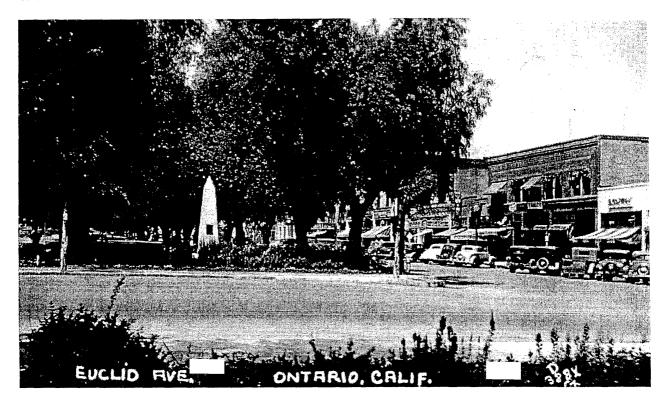
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Euclid Avenue, San Bernardino County, CA

11. Euclid Avenue - Looking North from Holt Boulevard



12. Euclid Avenue - Veteran Memorial on Euclid Avenueat Holt Boulevard



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Euclid Avenue, San Bernardino County, CA

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Historic Photos

Mildura, Australia - All photos taken via the Internet from the State Library of Victoria, Australia

- 13. Deakin Avenue, Mildura Australia
- 14. Deakin Avenue, Mildura Australia
- 15. Deakin Avenue, Mildura Australia
- 16. Deakin Avenue, Mildura Australia
- 17. Deakin Avenue, Mildura Australia
- 18. Deakin Avenue, Mildura Australia
- 19. Deakin Avenue, Mildura Australia
- 20. Deakin Avenue, Mildura Australia
- 21. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia
- 22. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia
- 23. Chaffey Fountain, Deakin Avenue, Mildura Australia
- 24. Deakin Avenue, Mildura Australia

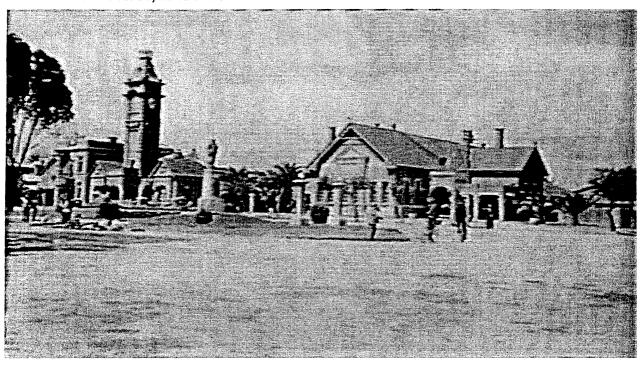
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13. Deakin Avenue, Mildura Australia





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Euclid Avenue, San Bernardino County, CA

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16. Deakin Avenue, Mildura Australia



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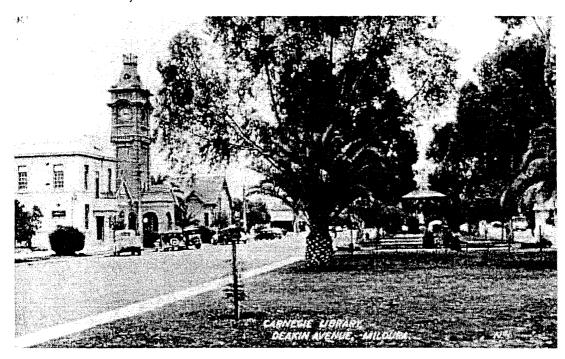
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Euclid Avenue, San Bernardino County, CA

17. Deakin Avenue, Mildura Australia



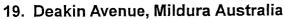


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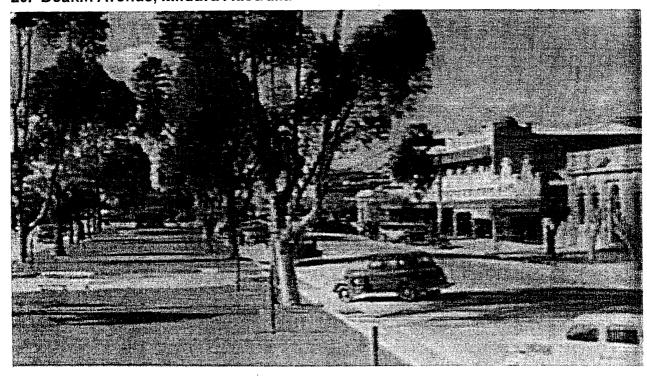
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Euclid Avenue, San Bernardino County, CA





20. Deakin Avenue, Mildura Australia



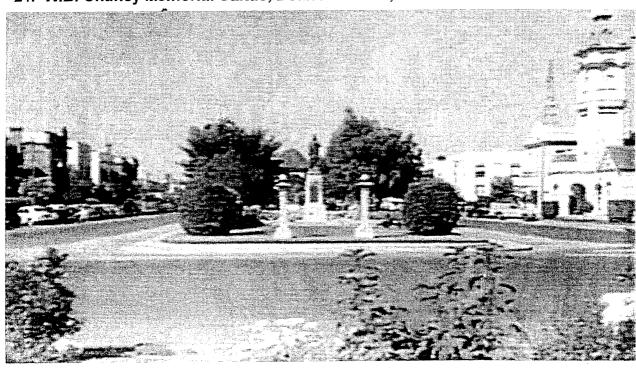
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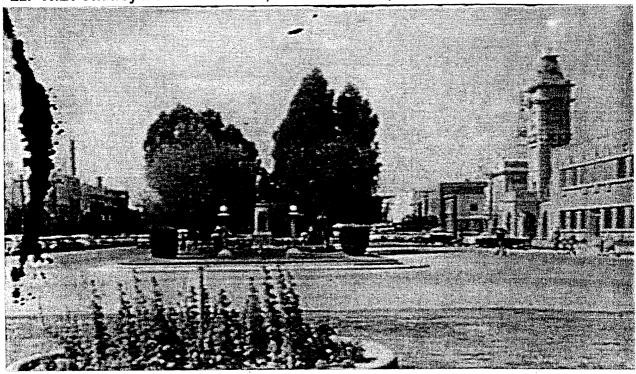
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Euclid Avenue, San Bernardino County, CA

21. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia



22. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia



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23. Chaffey Fountain, Deakin Avenue, Mildura Australia





National Register of Historic Places Continuation Sheet

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All photos by Jeff Starns, 2003

Location of negatives: Ontario Planning Department, 303 East B Street, Ontario, CA 91764

- 1. Looking north from Philadelphia Street, Ontario
- 2. Looking west toward Euclid School, Ontario
- 3. Looking south toward the Southern Pacific and Union Pacific Railroad Underpass, Ontario
- 4. Looking east towards the Frankish Fountain and Old City Hall (just north of the Southern Pacific and Union Pacific Railroad Underpass), Ontario
- 5. Looking north at Holt Boulevard, Ontario
- 6. Looking north at C Street towards the R. Jack Mercer Community Bandstand, Ontario
- 7. Looking northwest at C Street towards the Granada Theater, Ontario
- 8. Looking west at the Gardiner Spring Auditorium, Chaffey High School, Ontario
- 9. Looking north towards the San Bernardino Freeway from 6th Street, Ontario
- 10. Looking north from the Burlington Northern Santa Fe Railroad, Upland
- 11. Looking south from Foothill Boulevard (Route 66), Upland
- 12. Looking north from Foothill Boulevard (Route 66) toward Madonna of the Trail, Upland
- 13. Looking north from Foothill Boulevard (Route 66) toward bridal path, Upland
- 14. Looking west at the Foothill Freeway, Upland
- 15. Looking south at rock curbs and drainage ditch, Upland
- 16. Looking north at rock curbs and drainage ditch, Upland
- 17. Looking south from 24th Street, Upland

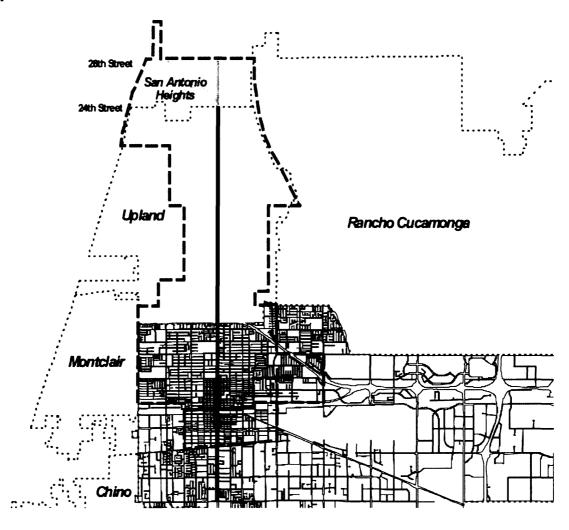
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Euclid Ave. San Bernardino Co. CA

SKETCH MAP



LEGEND

Euclid Avenue

Gray Section - Portion of Euclid Avenue from 24th Street to 26th Street. Original Plan went to

26th Street, but removed shortly after construction

Red Section - Section constructed by the Chaffey Brothers - 1882

Blue Section - Section constructed by Charles Frankish - 1886

Red Outline -

Ontario Irrigation Colony Boundaries - Created by the Chaffey Brothers

Blue Outline -

South Side Tract Boundaries - Created by Charles Frankish

Green Outline - Current City Boundaries

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Sect	tion Page	
	SUPPLEMENTARY LIS	ring record
	NRIS Reference Number: 05000843	Date Listed: 8/10/2005
	Euclid Avenue	San Bernardino CA
	Property Name	County State
	<u>N/A</u> Multiple Name	
	Places in accordance with the attach subject to the following exceptions, notwithstanding the National Park Se in the nomination documentation.	exclusions, or amendments,
1	Signature of the Keeper	ate of Action
	Amended Items in Nomination:	=======================================
	<u>Description</u> : Materials: Other/Asphalt (roadway); Other/Granit boulevard)	e, Concrete (curb); Other/Earth (landscaped
	Significance While Criterion B (Association with significant in nomination best relates the significant contribution under Criterion A for the broad patterns of local h comparative information regarding others extant redoes it provide sufficient justification for the "work significant under Criterion C as a fine example of	ns of the Chaffey family and Charles Frankish istory. The nomination provides little esources associated with the individuals; nor eks of a master," although the property is
	These clarifications were confirme	ed with the CA SHPO office.

DISTRIBUTION:

National Register property file Nominating Authority (without nomination attachment)

JUN 2 8 2005

United States Department of the Interior National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property
historic name Euclid Avenue
other names/site number_State Route 83
2. Location
street & number From 24 th Street in Upland to Philadelphia Street in Ontario not for publication
city or town_Upland and Ontario vicinity
state <u>California</u> code <u>CA</u> county <u>San Bernardino</u> code <u>071</u> zip code: <u>91761;91762;</u> 91764;91710
3. State/Federal Agency Certification
As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this \(\) nomination \(\) request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property \(\) meets \(\) does not meet the National Register Criteria. I recommend that this property be considered significant \(\) nationally \(\) statewide \(\) locally. (\(\) See continuation sheet for additional comments.) California Office of Historic Preservation State or Federal agency and bureau In my opinion, the property \(\) meets \(\) does not meet the National Register criteria. (\(\) See continuation sheet for additional comments.) Signature of commenting or other official \(\) Date
State or Federal agency and bureau
4. National Park Service Certification
I hereby certify that this property is: Sentered in the National Register See continuation sheet. determined eligible for the National Register determined not eligible for the National Register removed from the National Register other (explain):

Name of Property		County and State
5. Classification		
Ownership of Property (Check as many boxes as apply) private public-local public-State public-Federal Name of related multiple prop (Enter "N/A" if property is not part of a m		Number of Resources within Property (Do not include previously listed resources in the count.) Contributing Noncontributing
6. Function or Use		
Historic Functions (Enter categories from instructions)		Current Functions (Enter categories from instructions)
Landscape/Plaza		Landscape/Plaza
Transportation/Road-Related	db	Transportation/Road-Related
Transportation/Rail-Related		
7. Description		
Architectural Classification (Enter categories from Instructions)		Materials (Enter categories from instructions)
No style		foundation
		roof
	· · · · · · · · · · · · · · · · · · ·	walls
		other

San Bernardino County, CA

Euclid Avenue

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

Euclid Avenue Name of Property	San Bernardino County, CA County and State
8. Statement of Significance	
Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing) A Property is associated with events that have made	Areas of Significance (Enter categories from instructions) Community Planning and Development Social History
a significant contribution to the broad patterns of our history.	Landscape Architecture
B Property is associated with the lives of persons significant in our past.	
Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.	Period of Significance 1882-1940
D Property has yielded, or is likely to yield information important in prehistory or history.	
Criteria Considerations (Mark "X" in all the boxes that apply.)	Significant Dates 1882 street laid out
Property is:	1883 street first planted
A owned by a religious institution or used for religious purposes.	1886 street extended to Ely (now Philadelphia) Significant Person
B removed from its original location.	(Complete if Criterion B is marked above)
C a birthplace or a grave.	Cultural Affiliation
D a cemetery.	NA
☐ E a reconstructed building, object, or structure.	
☐ F a commemorative property.☐ G less than 50 years of age or achieved significance	Architect/Builder Chaffey, George Jr. & William Benjamin (W.B.)
within the past 50 years. Narrative Statement of Significance	Frankish, Charles
(Explain the significance of the property on one or more continuation sheets	s.)
9. Major Bibliographical References	
(Cite the books, articles, and other sources used in preparing this form on o	
Previous documentation on file (NPS): ☐ preliminary determination of individual listing (36 CFR 67) has been requested. ☐ previously listed in the National Register ☐ previously determined eligible by the National Register ☐ designated a National Historic Landmark ☐ recorded by Historic American Buildings Survey # ☐ recorded by Historic American Engineering	Primary Location of Additional Data State Historic Preservation Office Other State agency Federal agency Local government University Other Name of repository:
Record #	

Euclid Avenue Name of Property	San Bernardino County, CA County and State
10. Geographical Data	
Acreage of Property: approximately 203 acres	
UTM References (Place additional UTM references on a continuation sheet)	
Zone Easting Northing Zone Easting 1 11 440008 3765845 3	Northing See continuation sheet.
Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)	
Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)	
11. Form Prepared By	
name/title Geoffrey Starns & Cathy Wahlstrom	
organization City of Ontario Planning Department	date September, 2004
street & number 303 East "B" Street	telephone (909) 395-2036
city or town_Ontario	atata CA — in anda 01704
city of town Ontario	state <u>CA</u> zip code <u>91764</u>
Additional Documentation	state_CA zip code_91764
Additional Documentation Submit the following items with the completed form:	state_CA zip code_91764
Additional Documentation	state <u>CA</u> zip code <u>91764</u>
Additional Documentation Submit the following items with the completed form:	
Additional Documentation Submit the following items with the completed form: Continuation Sheets Maps	perty's location.
Additional Documentation Submit the following items with the completed form: Continuation Sheets Maps A USGS map (7.5 or 15 minute series) indicating the pro-	perty's location.
Additional Documentation Submit the following items with the completed form: Continuation Sheets Maps A USGS map (7.5 or 15 minute series) indicating the pro A Sketch map for historic districts and properties having	perty's location. large acreage or numerous resources.
Additional Documentation Submit the following items with the completed form: Continuation Sheets Maps A USGS map (7.5 or 15 minute series) indicating the pro A Sketch map for historic districts and properties having Photographs	perty's location. large acreage or numerous resources.
Additional Documentation Submit the following items with the completed form: Continuation Sheets Maps A USGS map (7.5 or 15 minute series) indicating the pro A Sketch map for historic districts and properties having Photographs Representative black and white photographs of the pro Additional items (Check with the SHPO or FPO for any additional items)	perty's location. large acreage or numerous resources.
Additional Documentation Submit the following items with the completed form: Continuation Sheets Maps A USGS map (7.5 or 15 minute series) indicating the properties having the properties have the properties	operty's location. large acreage or numerous resources. operty.
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Additional Documentation Submit the following items with the completed form: Continuation Sheets Maps A USGS map (7.5 or 15 minute series) indicating the properties having the properties have the properties	perty's location. large acreage or numerous resources. operty.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

National Register of Historic Places Continuation Sheet

Euclid Avenue, San Bernardino County, CA

Section number

Page 1

NARRATIVE DESCRIPTION:

This National Register nomination is for an approximately 8.4 mile long section of Euclid Avenue, currently part of California State Route 83 (SR-83), which runs from 24th Street to the Chino Valley Freeway (SR-71) through the Cities of Upland, Ontario and Chino. The historic portion of Euclid Avenue, is a spacious two hundred (200) foot wide treelined boulevard that travels from 24th Street in Upland, at the foothills of Mount Baldy, approximately 8.4 miles south to Philadelphia (Ely) Street in Ontario. Euclid Avenue right-of-way consists of two fifty-five (55) foot drives, one northbound and one southbound which are separated by a sixty (60) foot landscaped center median and bordered by fifteen (15) foot parkways with sidewalks. The Nomination is for the entire width (200 feet) of the right of way. The subdivision of the Ontario Irrigation Colony was intended for agricultural development, primarily citrus, and their related dwellings. Surrounding the Town of Ontario (from the Southern Pacific Railroad to Fourth Street), residential and commercial town lots were developed with larger Villa lots adjacent to the town. Euclid Avenue bisected the Colony, in a north-south direction, connecting the agricultural areas with the town. Intersecting streets were at an interval of a one-quarter (0.25) mile, with the streets in the Villa Lot area at an interval of one-eighth (0.125) of a mile and in the town are three-hundred seventy-five (375) feet. Minor alterations to the road, because of its function as a State Highway have not adversely affected the historic character and nature of Euclid Avenue.

The center median is planted with predominately California Pepper (Schinus Molle) trees, 50 feet on center, with Date Palm (Phoenix Dactylifera) trees, originally alternating with the peppers, typically existing at intersections; both originally planted in 1883. The Date Palms were removed shortly after they were planted to give the street a more uniform look and therefore have no impact on the integrity of the street. Many of the original trees remain, most notably north of Foothill Boulevard to 24th Street, which remains in original condition. Some Southern Magnolias (Magnolia Grandflora) have been planted along Euclid to replace pepper trees that had died and had to be removed. There are also the occasional Cedar Deodar (Cedrus Deodara) and other tree specimens that have been planted over the years. These trees have been planted in varying amounts throughout the proposed area. These specimens are non-contributing to the site and over time should be replaced with California Pepper trees. The parkways are planted with Silk Oak (Grevillea Robusta) trees, 30 feet on center, and Date Palms, originally planted in 1883 –1886. Once again the majority of the Palms were removed by the Chaffey Brothers shortly after they were planted. The original trees still exist in their original location. In addition, a variety of Armstrong Registered roses have been planted in the median. While Armstrong Nurseries (now Armstrong Lawn and Garden Centers, established in 1889 in Ontario) is an important part of Ontario's history, the planting are a non-contributor to this nomination.

The curbs and gutters along Euclid Avenue were originally made of Granite cobblestones and concrete, the majority of which still exists. Some curbs were replaced with concrete-only curbs, most notably from "G" Street south to Philadelphia Street, starting in the 1910s. The original cast iron lampposts were replaced in the mid 1920's with the King's Standard cast Iron lampposts. Ontario, Upland and California Department of Transportation (CalTrans) have added more modern light fixtures, because of Euclid Avenue's designation as a State Highway. The Women's Christian Temperance Union (W.C.T.U) fountain was originally built in 1901 and was located at the northwest corner of Euclid Avenue and "A" Street (now Holt Boulevard). It has been moved several times

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Euclid Avenue, San Bernardino County, CA

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NARRATIVE DESCRIPTION CONTINUED:

and is now in place in front of the Bandstand at Euclid Avenue and "C" Street, and is a contributor to the nomination. It also has been identified as appearing eligible (3S) for inclusion in the National Register. The Madonna of the Trail Monument, already a State Historical Landmark, stands at its original location on the Euclid Avenue Median at the Foothill Boulevard intersection, and is a contributor to the nomination. Immediately north of the Monument is the entrance to the bridal path, which extends to 24th Street.

The fountain erected by Charles Frankish, originally located in the center median, was moved by CalTrans in 1983 with the construction of the Southern Pacific and Union Pacific Railroad underpass. It currently sits approximately 150 feet from its original location, adjacent to Euclid Avenue in front of the Ontario Museum of Art and History (Old City Hall) just north of the Southern Pacific Railroad tracks. The original Community Bandstand, built in 1887, was located in the center median at the intersection of Euclid Avenue and "A" Street (now Holt Boulevard). It was removed in the 1920's, but was recently reconstructed (using historic photos) in the median at the intersection of Euclid Avenue and "C" Street, and is a non-contributor to the nomination. The Mule Car display, commemorating the original mule cars that traveled from 24th Street to the Southern Pacific Railroad, is located in the median between Holt Boulevard and "B" Street. This display features a replica of the original mule car, and is a non-contributor to the nomination. The Veteran's Memorial, originally constructed after World War I and subsequently removed, has been reconstructed on the median and the intersection of Euclid Avenue and "B" Street, and is a non-contributor to the nomination. Also located in the median are several concrete planters and benches that were constructed to replace temporary ones that were installed in the 1950s. These are also non-contributors to the nomination.

Bordering the street right-of-way is a variety of buildings and uses. The southern part of Euclid Avenue constructed by the Chaffeys is in the original commercial core of the city, Downtown Ontario. The northern part is in an area that is predominately residential, with some commercial, religious and institutional uses through the Cities of Ontario and Upland.

The only major alterations to Euclid Avenue have been the underpass under the Southern Pacific and Union Pacific Railroad tracks and the construction of the San Bernardino (I-10) Freeway and the Foothill (SR-210) Freeway, which passes under Euclid Avenue. The Foothill (SR-210) Freeway underpass has kept the integrity of Euclid Avenue. Because of the requirements of Section 106 of the National Historic Preservation Act, the landscaping, median, and other character defining features of Euclid Avenue have remained intact. The care Caltrans took on the Foothill Freeway, is not evident in either the San Bernardino Freeway or the Southern and Union Pacific Railroad underpasses. The San Bernardino (I-10) Freeway, built in the early 1950's has created a somewhat significant impact to the character of the street. The median is not landscaped, but some trees were planted. The impact is minimized since visually Euclid Avenue continues beyond the freeway. The impact would be more severe had the freeway passed over Euclid Avenue. The most severe impact is at the railroad underpass for the Southern and Union Pacific Railroads. Built in 1982-83, the overpass visually separates the original Chaffey portion of the Avenue and the Frankish addition. The overpass was not designed to be sensitive to the historic character of Euclid Avenue. The project was however given a determination that it did not impact the street. Several minor alterations over the years, including the replacement of dead and

National Register of Historic Places Continuation Sheet

Euclid Avenue, San Bernardino County, CA

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NARRATIVE DESCRIPTION CONTINUED:

diseased landscaping, addition of new light fixtures, and the replacement of curbs and gutters. The alterations that have been made do not significantly impair the overall integrity or character of Euclid Avenue.

The setting of Euclid Avenue has not changed, except to the extent that some of the buildings and structures adjacent to the avenue have changed over time. This change is reflected primarily in the different architectural styles of houses and commercial buildings along Euclid Avenue. Although there have been changes over time the original design concept and character of Euclid Avenue remains has retained its historic integrity.

Euclid Avenue Plantings

Street Segment	Parkways	Median	Other Plantings
24th Street to Foothill Freeway (SR-210)	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	
Foothill Freeway (SR-210) Underpass	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Citrus Trees have been planted between the parkways and the edge of the bridge, behind the Silk Oak Trees
Foothill Freeway (SR-210) to 17 th Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	
17th Street to 16th Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Date Palms (Pheonix Dactylifera) planted between Silk Oak trees in parkways
16 th Street to Foothill Boulevard	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	
Foothill Boulevard to San Bernardino Freeway (I-10)	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle) mixed with Carob Trees (Ceratonia Siliqua)	
San Bernardino Freeway (I-10) Underpass	None	None	
San Bernardino Freeway (I-10) to G Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Magnolias (Magnolia Grandlora) and Deodars (Cedrus Deodara) have been planted in Median periodically with the Peppers
G Street to the Union Pacific Railroad	None¹	California Pepper (Schinus Molle)	Magnolias (Magnolia Grandlora) have been planted in Median periodically with the Peppers
Union Pacific Railroad Underpass	None	None	
Union Pacific Railroad to Philadelphia Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Clusters of American Sweet Gum (Liquidamber Styraciflua) and Scotch Pines (Pinus Sylvestris) periodically in Median

Notes:

1. Between G Street and the Union Pacific Railroad was laid out as the Town of Ontario and beginning in the mid 1880s the Parkway trees were removed as the town developed.

National Register of Historic Places Continuation Sheet

Euclid Avenue, San Bernardino County, CA

Section number

3

Page 1

NARRATIVE STATEMENT OF SIGNIFICANCE:

Euclid Avenue is eligible for listing in the National Register of Historic Places under Criteria A and C. Euclid Avenue is a significant piece of not only the local history of Ontario and Upland, but also the State of California. Euclid Avenue was the centerpiece of the Ontario Irrigation Colony, which was to become the Cities of Ontario and Upland. There is also a significant link between Euclid Avenue and the history of Australia. The Significance of Euclid Avenue can be assigned to two areas: Community Planning and Development and Social History. Euclid Avenue is also culturally significant to the Cities of Upland and Ontario. It has been the center of community events and activities since 1882. It is so closely identified as an important part of the community that the Euclid Avenue median is depicted in Ontario's City Seal and Upland's City Seal depicts Euclid Avenue travelling up to 24th street and the Madonna of the Tail Monument.

Historical Background

The significance of Euclid Avenue in the areas of community planning and development are based on the creation of the Ontario Irrigation Colony by George Chaffey Jr. and William Benjamin (W.B.) Chaffey. A discussion of the landscape architecture of Euclid Avenue has been included to further show the importance of Euclid Avenue.

Community Planning and Development - the Chaffey Irrigation Colonies

George Chaffey Jr. was born in Brockville, Ontario, Canada and grew up in Brockville and Kingston, Ontario, Canada. He followed his father's footsteps and became a ship builder. Engineering ran in the Chaffey Family. George Chaffey Jr's uncle, Benjamin Chaffey, was involved with the construction of the Victoria Bridge, which crosses the St. Lawrence Seaway in Montreal. George started his career as a shipbuilder and designed and built over 20 ships, most notably the S.S. Geneva, which in 1875 was the fastest light draught ship in America, and had an article published about it in Scientific American. George and William's father retired in 1878, and moved the family, including, his brother Charles and his sister Emma to the Arlington area of Riverside. William and his family moved with their father. The Chaffey family planted one of the first orange groves in Arlington.

William had seen first hand the potential of agricultural development and had toured the Cucamonga area with Charles. He had also written George regarding the potential of agricultural development in the Cucamonga area. In 1880, George came to Riverside to visit the family. His brother Charles took him on a tour of the Cucamonga area. George soon became infected with the same enthusiasm that William and Charles had for the prospect of developing agricultural land in Cucamonga. He set out to become an expert in irrigation. On Thanksgiving Day in 1881, they traveled to the house of Captain Joseph S. Garcia and bought 1,000 acres of the Cucamonga Rancho. Shortly after they bought additional land, and established the 2,500 acre Etiwanda Irrigation Colony, named after an Indian Chief and friend of his Uncle Benjamin.

William Chaffey saw the difficulties in Arlington when landowners did not have any water rights. In Riverside, the founders of the settlement had created a system by which a settler would buy land but be dependent on water from a company that they had no control of. A fellow Canadian, Matthew Gage, created the Gage Canal

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

to bring waters from the Santa Ana Riverbed to his lands in Arlington to avoid the problem. Luther M. Holt, publisher of a Riverside newspaper, thought the solution to the problem was to incorporate as a Mutual Water Company. This system became known as the Holt-Chaffey Mutual Water Company System, and it became the model of future irrigation developments.

The premise of the Mutual Water Company System was very simple, ensure that every landowner was given a share of the water, based on the amount of land they owned. First, the Chaffey Brothers bought the land and water rights. Second, they established a water company, and created shares of stock. They then sold their water rights to the company for all the shares of stock. As they then sold land to settlers, the sale also included shares of stock in the water company, thereby ensuring the landowners had control of the water company and therefore the water. The first settlement to use this system was the Etiwanda Irrigation Colony.

While developing Etiwanda in 1882 (which sold over 1,400 acres in the first eight months at \$100 per acre), the Chaffey Brothers began thinking about a new project. The money earned from Etiwanda allowed the Chaffey's to negotiate with Captain Garcia for the San Antonio Lands portion of the Cucamonga Rancho. George Chaffey imagined this new settlement. In the Life of George Chaffey, written in 1928 by J.S. Alexander, he states that:

"From the plateau at the foot of the mountain I obtained a bird's-eye view of the whole area I proposed to acquire, and while I was standing there looking at it, I saw what Ontario was to and did become."

The Chaffey Brothers bought the 6,216 acres of the San Antonio Lands on September 15, 1882 for \$60,000.00. Subsequent purchases of railroad and government land created the land for the townsite and the crucial 114 acre Kincaid Ranch at the mouth of the San Antonio Creek, which was purchased for \$11,000.00, rounded out the Ontario Colony. During the purchases, the developers of Pomona claimed rights to San Antonio Creek. Through negotiations each received half the water in the creek. George Chaffey knew that there was much more water underground than on the surface. He considered the creeks in Cucamonga to flow inside out. He was proved right. Today, Pomona receives 9% of their water from San Antonio Creek and 72% from underground sources. Ontario has received up to 88% of its water from underground sources.

Improving on the Etiwanda Colony, this new venture was intended to be a model settlement. The plan for the colony was based on four fundamental principals:

- 1. Distribute the water over the whole tract to each farm lot in cement pipes, each holder to share in the water proportionately to his holding irrespective of distance from the source;
- 2. Construct a main thoroughfare from one end of the settlement to the other, and lay it out in such a way that it will be a thing of beauty forever;

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

- 3. Provide a College for the agricultural education of the people of the colony and for the general education of their children;
- 4. Secure the best possible class of settlers by a reversionary clause in the deeds to each allotment forbidding absolutely the sale of intoxicating liquor.

Euclid Avenue was conceived and planned by George and William Chaffey to be the centerpiece for their "Model Colony". It was to be the main thoroughfare through the Ontario Irrigation Colony. It was to travel from San Antonio Heights, at the base of the San Gabriel Mountains, at the north end of the colony, south to the Southern Pacific Railroad (see attached map). In the Life of George Chaffey, written in 1928 by J.S. Alexander, he states that:

"George Chaffey's subdivision set the new standard for rural communities. Its most striking feature was that every ten-acre lot had street or avenue frontage. From the Mesa he laid out the main avenue 200 feet wide and eight miles long [actually 6.2 miles] to the Southern Pacific Railway crossing. Parallel Avenues 66 feet wide were laid out at half-mile intervals. These were intersected by numbered cross streets running east and west every quarter of a mile, thus cutting the tract into a series of eighty-acre blocks, each subdivided into eight ten-acre lots, exclusive of the space occupied by streets and avenues." (page 48)

The second principal, creation of a thoroughfare that ran from one end of the settlement to the other, became Euclid Avenue. Because of its extraordinary beauty and function, Euclid Avenue became the centerpiece of the Colony and soon served as a model for other settlements within the United States and Australia. The historic stretch of Euclid Avenue runs through the current Cities of Ontario and Upland where it remains a community centerpiece and prominent historic landscape.

George Chaffey's plan for Ontario had principals that were laid down in advance, for the colonization of the territory in what Vide Ingersoll called, in his Annals of San Bernardino County, "the most perfect then formulated". One of these principals was the creation of what was to become Euclid Avenue. That principal was:

Construct a main thoroughfare from one end of the settlement to the other, and lay it out in such a way that it will be a thing of beauty forever;

Euclid Avenue was designed and laid out in 1882 by George and William Benjamin (W.B.) Chaffey, the founders of the Ontario Irrigation Colony. Construction began that same year under their direct supervision. By January 1883, four (4) miles had been graded. Planting of the trees from the Southern Pacific Railroad to 4th Street began in April 1883. The parkway was originally planned to be planted with only a double row of Palm trees, but the Chaffey Brothers decided to plant a double row of California Pepper trees 50 feet on center, along with the Palms. This was done because Pepper trees were fast growing and would provide landscaping while the Palms grew. Most of the Palms were later removed by the Chaffey Brothers. Several of the Palm trees still

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

exist at street intersections. The entire stretch of the Avenue was completed to 24th Street in 1884. A single row of Grevilleas and Eucalyptuses were planted along the side parkways because of their ornamental qualities. W.B. Chaffey, a horticulturist, planted mostly Australian trees, because of their resistance to heat and their drought tolerance. The connection to Australia began with the planting of Euclid Avenue and as J.S. Alexander called it, Euclid Avenue was "almost a little bit of Australia set in the heart of California". (page 48)

So great was the achievements of the Chaffey Brothers that on January 17, 1903, the United States Government chose Ontario as the standard for all United States Irrigation Colonies. In 1904, a model of the colony was prepared for and presented at the St. Louis World's Fair (hence the name, "The Model Colony").

In 1885, Alfred Deakin, Victorian minister of water supply and the future first Prime Minister of Australia, was in the United States on a fact finding mission, heard about the Chaffey's irrigation colonies and came to Ontario. Impressed by the Ontario Colony, he convinced George and William Chaffey to come to Australia and establish irrigation colonies there. In 1886, the Chaffey Brothers sold their interests in Ontario and moved to Australia to establish new irrigation colonies.

A group of Investors, led by Charles Frankish, bought out the Chaffey Brothers and formed the Ontario Land and Improvement Company. Frankish bought the property south of the Ontario Irrigation Colony, from Southern Pacific Railroad to the Rancho Santa Ana Del Chino, and named it the South Side Tract. Frankish then extended Euclid Avenue south to Ely Street, now Philadelphia Street, through his South Side Tract. The street was laid out and constructed under his personal supervision in 1886 to conform with the Chaffey's plan for Euclid north of the Southern Pacific Railway.

By the 1930s, Euclid Avenue had received widespread recognition as being an outstanding example of landscape architecture and was known as one of the most beautiful boulevards in the world. On October 24, 1926, an article in the Los Angeles Times reported that Euclid Avenue was "a boulevard of national and even world renown and is unmatched for its beauty... an attraction 'raved over' by every visitor to Southern California".

Ed Ainsworth, a columnist, reported in the mid 1930s in his column "El Camino Real" that:

"Charles Gibbs Adams, nationally known landscape architect, not long ago reported that a jury of experts, named for the purpose of selecting the world's most beautiful highways had included the Ontario thoroughfare in its list of seven."

Euclid Avenue was designed to be the focal point of the Ontario Colony. Historically, community events have been held there. This includes the Fourth of July parade and All-States picnic (named the World's Largest Picnic Table by the Guinness Book of World Records), the Chaffey Tournament of Bands, and Christmas on Euclid. That tradition continues with the summer concerts at the reconstructed bandstand, the Arts and Crafts show, the classic car show and the Kiwanis Pancake Breakfast and numerous other events. In addition, the

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

Euclid Avenue Nativity Display, Ontario Historic Landmark No. 65 has been displayed on Euclid Avenue since 1959.

An important part of the development of Euclid Avenue and the Ontario Colony was the transportation aspect of the Avenue. The Chaffey Brothers designed a grand boulevard for horses and carriages and an electric trolley line that would travel down the median. The Chaffey Brothers departed for Australia before the construction of the trolley line began. Charles Frankish founded the Ontario and San Antonio Heights Railroad Company, which constructed the trolley line. The first trolley, called the "Gravity Mule Car", traveled down the Euclid Avenue median from 24th Street to the Southern Pacific Railroad in 1888. The mules pulled the car up the hill, then were loaded on a pull out platform at the rear of the car, and rode back down the hill. The mule car was replaced in 1895 by electric trolleys and became one of the Pacific Electric Red Car Lines in 1912 and ran until 1928. Mr. Earl H. Richardson, who invented the "Hotpoint" electric iron in 1903, electrified the trolley line. In addition, the Chino Valley Narrow Gauge Railroad traveled down the southern part of Euclid Avenue between the Southern Pacific Railroad and the town site of Chino.

Euclid Avenue is also located at a crossroads of transportation, past and present. It intersects historic trails, highways (including Route 66), railroads, and modern freeways. The Madonna of the Trail monument, which is one of twelve statues, marks the pioneers' trail across the United States. The Madonna of the Trail monument in Upland signifies the western end of the trail. The monument farthest east is in Bethesda, MD. The Monument was dedicated by a then obscure judge from Missouri, and future President of the United States, Harry S. Truman.

Landscape Architecture

Euclid Avenue was designed and laid out in 1882 by George and William Benjamin (W.B.) Chaffey, the founders of the Ontario Irrigation Colony. Construction began that same year under their direct supervision. There is no information regarding the labor used to construct Euclid Avenue, although we do know that the Chaffey Brothers used Chinese laborers to construct tunnels to bring water from San Antonio Creek. By January 1883, four (4) William Benjamin Chaffey was a horticulturist and was responsible for the plant miles had been graded. selections and supervised the planting of the colony. Planting of the trees from the Southern Pacific Railroad to 4th Street began in April 1883. Edward J. Jacquet, from Switzerland, was in charge of the planting. He had a crew of five men. The parkway was originally planned to be planted with only a double row of Date Palm (Phoenix Dactylifera) trees, but it was decided to plant a double row of California Pepper (Schinus Molle) trees 50 feet on center, along with the Palms. This was done because Pepper trees were fast growing and would provide landscaping while the Palms grew. Most of the Palms were later removed by the Chaffey Brothers. Several of the Palm trees still exist at street intersections. The entire stretch of the avenue was completed to 24th Street in 1884. A single row of Silk Oak (Grevillea Robusta) trees were planted along the side parkways because of their ornamental qualities. W.B. Chaffey chose to plant mostly Australian trees, because of their resistance to heat and their drought tolerance. The connection to Australia began with the planting of Euclid

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

Avenue and as J.S. Alexander called it, Euclid Avenue was "almost a little bit of Australia set in the heart of California". (page 48)

Little is known regarding the career of William Benjamin Chaffey because he resided in Mildura, Victoria, Australia from 1886 until his death in 1926. There is no information regarding any formal schooling W.B. Chaffey had in horticulture. When he was 22, he moved his family to Arlington. It is known that he received much of his training in horticulture in the citrus groves of Riverside. According to a January 11, 1896 Special Edition of the Ontario Observer, W.B. Chaffey's:

"Extensive knowledge in practical horticulture, gained while farming the home ranch at Arlington, and in planting and caring for a large number of Riverside orange groves owned by absentees."

We do know that while in Mildura, he dedicated himself to the creation and development of the dried fruits industry. The Chaffey Colonies of Renmark and Mildura joined to form the Australian Dried Fruits Association. W.B. Chaffey was the President of the association for many years. Because of his dedication to the industry that helped save the Mildura Colony and to the Colony itself, W.B. Chaffey was the first President of the Shire of Mildura in 1903, and the first Mayor of the City of Mildura in 1920.

Euclid Avenue also has an international significance associated with it. The founding principals of the Ontario Irrigation Colony were also used in the development of the Chaffey Irrigation Colonies in Australia. Both the Mildura and Renmark Irrigation Colonies, each founded by the Chaffey Brothers in 1887, contain as the main thoroughfare, a 200 feet wide right-of-way with a 60-foot median and two parallel avenues each 66 feet wide. The Mildura colony also has Pepper trees planted, this time as a single row on the parkways. Both colonies were laid out around this avenue, just as Ontario was laid out around Euclid Avenue.

Period of Significance

The Period of Significance for Euclid Avenue is 1882 to the 1930s. The 1882 date is established with the creation of the Ontario Irrigation Colony and Euclid Avenue by George and William Chaffey. The 1930s date is established because of the development pattern of Ontario and Upland. Euclid Avenue was a significant element for transportation, a social gathering place and as an identifiable landscape feature of the community. As both cities converted from an agricultural colony to a modern city, the transformation occurred first along Euclid Avenue. From the turn of the 20th century until the start of World War II, development of residential neighborhoods on agricultural property occurred adjacent to Euclid Avenue. While this transformation occurred Euclid Avenue continued to be a significant element in the community.

As the cities developed, the typical suburban sprawl of Southern California affected the significance of Euclid Avenue. In 1928, the Pacific Electric Railroad abandoned its Euclid Avenue Line, lessening the role of Euclid Avenue as a significant transportation route. Euclid Avenue played a less important role in the development of the two cities as the cities expanded away from Euclid Avenue. After World War II and the subsequent housing

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boom, the significance of Euclid Avenue was dramatically reduced as the cities rapidly expanded away from Euclid Avenue. The development of the Interstate Highway System was the final blow to Euclid Avenue's dominance as a important transportation element. Althought still a State Highway, Euclid Avenue is just a piece of the regional system, instead of the primary route.

As a social gathering place, Euclid Avenue is still important to the community. Through time and as more people settled in Ontario and Upland, the events typically and exclusively held on Euclid Avenue spread to other areas of the City's to bring those events to more of the community. It has not been until recently that Euclid Avenue has had a resurgence as a social gathering place. Euclid Avenue has been and will always be a significant landscape feature to the community. Euclid Avenue's significance in the Cities of Upland and Ontario ended at World War II. That event was a watershed moment not only for the history of the United States but also for the development of Southern California. The entire landscape of Southern California changed and Euclid Avenue was not exempt from this change. These events determined our selection of Euclid Avenue's period of significance from 1882 until the 1930s.

National Register Criteria

Euclid Avenue is the most prominent and arguably the most significant historical resource in the Cities of Ontario and Upland. It's origins date back to the creation of the Ontario Irrigation Colony and it is the best physical example of the ideals, principles and genius of the Chaffey Brothers. Euclid Avenue meets criteria A, and C for placement on the National Register of Historic Places. A discussion under Criterion B was provided to show the relationship between Euclid Avenue and the people significant in Ontario and Upland's History in order to further show the importance of Euclid Avenue to the local communities.

Criterion A

Criterion A, requires that the resource have a quality of significance that is associated with events that have made a significant contribution to the broad patterns of our history.

The principals of Ontario and the Holt-Chaffey Mutual Water Company changed the way communities were developed. As previously discussed, Ontario was only the second community developed on the mutual water company system. This system and the principal's for the creation of Ontario so revolutionized the way agricultural communities were developed that it was recognized by the Department of Interior and the United States Congress, and was designated as the standard model for development of agricultural colonies established in and by the United States. The Model was also used by the Chaffey's in Australia and copied by numerous other Australian developments.

The centerpiece and most visible aspect of this model was Euclid Avenue. Euclid Avenue was used as the prime method of transporting the water. Since every parcel had street (east/west roads) or avenue (north/

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south roads) frontage, and since every street intersected Euclid Avenue, concrete pipes were constructed and put underground on Euclid Avenue to carry the water to the parcels. In Ontario, the water company, named the San Antonio Water Company, (after San Antonio creek, the source of the water) is still in operation today.

Criterion B

Criterion B deals with the significance of a resource as it relates to its association with the lives of persons significant in our past. Euclid Avenue is associated with numerous people significant to the history of Ontario and Upland, California and the United States. The three people most associated with Euclid Avenue are George and William Benjamin (W.B.) Chaffey, and Charles Frankish. Also indirectly associate with Euclid Avenue are Andrew McCord Chaffey, who brought Branch banking to California, and Alfred Deakin, the first Prime Minister of Australia. The first of these people is George Chaffey.

George Chaffey Jr.

George Chaffey was one of the most significant figures of his time. Chaffey's connection to historic figures began as a young man. George Chaffey's father was in the shipping and ship building business and shipped many items along the Great Lakes for Mark Hanna. As J.S. Alexander recites, Hanna was:

"a kind of American King-maker, who made William McKinley president, and virtually controlled National Republican politics in the U.S.A. for a generation. Whenever Mark Hanna visited he always stayed at the home of George Chaffey Senior." (page 19)

Engineering ran in the Chaffey Family. Benjamin Chaffey, uncle of George Chaffey Jr., was involved with the construction of the Victoria Bridge, which crosses the St. Lawrence Seaway in Montreal. George's father, as previously mentioned, was a shipbuilder. George started his career as a shipbuilder and designed and built over 20 ships, most notably the S.S. Geneva, which in 1875 was the fastest light draught ship in America, and had an article published about it in Scientific American. During the creation of the Etiwanda, George Chaffey created the Mutual Water Company system with Luther M. Holt, a system that ensured water rights with the purchase of land. This system would become a standard for future developments.

George Chaffey was also involved in numerous other enterprises. In 1882, he installed an electric light at his house, powered by hydroelectric power, just 3 years after Thomas Edison invented it, making it the first light west of the Rocky Mountains. Due to the interest in electric lighting shown by the City of Los Angeles, Chaffey founded the Los Angeles Electric Company, and according to J.S. Alexander, Los Angeles was "the first city in the United States, if not the world, to be exclusively lighted by electricity".

George Chaffey was also fascinated by the telephone and installed a phone line from his house in Etiwanda to San Bernardino. The line was later extended to Ontario. According to J.A. Graves in his book "My Seventy Years in California" Chaffey's long distance phone line was the longest line in operation in the world, and had

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remained the longest in the state for some time. George Chaffey, along with his brother William Benjamin (W.B.) Chaffey founded not only Etiwanda and Ontario, but also Australia's first two Irrigation Colonies, Renmark and Mildura. George Chaffey returned from Australia 10 years later and continued his extraordinary achievements.

He returned to help Ontario and Upland out of a drought that was plaguing all of Southern California through the drilling of artesian wells in the canyon. He also bought a property in Cucamonga and found water, allowing it to be piped to Ontario and sold. His greatest achievement was in 1900 when he became president of the California Development Corporation, built the Imperial Canal, which irrigated the Imperial Valley, and founded the towns of Mexicali, Calexico, and Imperial.

In 1905, Chaffey went to the Owens Valley, bought land with the intention of irrigating the land, developing hydroelectric power and building an electric railroad to Los Angeles. He also founded the town of Manzanar, which would later become the site of one of California's most famous interment camps. The acquisition of this land and its water rights, was in direct conflict with secret plans of William Mulholland and the City of Los Angeles to bring water to the San Fernando Valley. Los Angeles eventually bought out the Chaffey interests. Chaffey's final irrigation project was the irrigation of the East Whittier-La Habra area, where he brought water 14 miles to irrigate the area.

William Benjamin (W.B.) Chaffey

The second significant historic figure associated with Euclid Avenue is William Benjamin Chaffey. W.B. Chaffey, as he was known, was a horticulturist and partner with George in the Chaffey Irrigation Colonies. W.B. was responsible for the planting of Euclid Avenue. He first came to California in 1878 when his father retired to Riverside. W.B. became interested in horticulture and became well respected locally. As previously discussed, little is known regarding the career of William Benjamin Chaffey because he resided in Mildura, Victoria, Australia from 1886 until his death in 1926. There is no information regarding any formal schooling W.B. Chaffey had in horticulture. When he was 22, he moved his family to Arlington. It is known that he received much of his training in horticulture in the citrus groves of Riverside. According to a January 11, 1896 Special Edition of the Ontario Observer, W.B. Chaffey's:

"Extensive knowledge in practical horticulture, gained while farming the home ranch at Arlington, and in planting and caring for a large number of Riverside orange groves owned by absentees."

When the Chaffey Brothers went to Australia, W.B. was responsible for the planting of Deakin Avenue in Mildura, which is based on Euclid Avenue's design, with similar landscaping to that of Euclid Avenue. He decided to stay in Mildura when George returned to America. We do know that while in Mildura, he dedicated himself to the creation and development of the dried fruits industry. The Chaffey Colonies of Renmark and Mildura joined to form the Australian Dried Fruits Association. W.B. Chaffey was the President of the association for many years. Because of his dedication to the industry that helped save the Mildura Colony and to the Colony itself, W.B. Chaffey was the first President of the Shire of Mildura in 1903 and the first Mayor of the City

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of Mildura in 1920. He was known in Mildura as "Boss" and eventually became the "Old Man of Mildura". He became so beloved that there is a statue of him in the center median of Deakin Avenue in Mildura.

Charles Frankish

Third is significant figure is Charles Frankish, who formed the Ontario Land and Improvement Company and bought out the Chaffey's when they left for Australia. Frankish completed the Chaffey vision for Ontario. Frankish was responsible for the extension of Euclid Avenue south of the Southern Pacific Railroad. He also was responsible for the creation of the Ontario &San Antonio Heights Railway, which traveled down Euclid Avenue until it was bought out by the Pacific Electric Railway. Because of his holdings in Ontario, he was influential force in Ontario and Upland politics for almost 50 years.

Criterion C

Criterion C relates the significance of the resource if it embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. As discussed previously in the description of the street, Euclid Avenue has distinctive characteristics of a method of construction, with its rock curbs, unique median and other features. The second portion of Criterion C is that the resource represents the work of a master. Euclid Avenue is the visual representation of the accomplishments of the Chaffey Brothers. The Chaffey Brothers became the premier developer of agricultural and irrigation colonies in Southern California and Australia. George Chaffey became the foremost authority of his time on irrigation. His creation and development of Etiwanda, Ontario, Renmark, Mildura, Calexico, Mexicali, Imperial and Manzanar as irrigation colonies and his development of water in the East Whittier-La Habra area allowed the growth and development of Southern California. His greatest achievement, and one of the greatest achievements in the history of irrigation, was the creation of the Imperial Canal, which first successfully diverted water from the Colorado River. This canal was completely gravity fed. These achievements prove the George Chaffey was a master in the development of Irrigation.

W.B. Chaffey was the horticulturist. He was one of the leading cultivators of citrus groves in the Arlington area of Riverside, and was a leader in the creation and development the Dried Fruit Industry in Australia. W.B. was responsible for the plant selection for Euclid Avenue and supervised the planting. Euclid Avenue is the embodiment of the Chaffey Brothers ideals and principles regarding the development of agricultural and irrigation communities and is the best representation of their work in California.

Significant Person(s):

George Chaffey Jr. William Benjamin (W.B.) Chaffey Charles Frankish

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Verbal Boundary Description:

Euclid Avenue right-of-way, from 24th Street in the City of Upland, South to Philadelphia Street in the City of Ontario.

Boundary Justification:

The boundaries of the nomination those of the historic stretch of the street, constructed between 1882 and 1888. 24th Street is the northern most point, beginning, of Euclid Avenue. Philadelphia was the historic southern most point, end, of Euclid Avenue. The boundaries include the entire 200 foot width of the public right-of-way, which includes the 60 foot wide landscaped median, two 55 foot wide drives, and two 15 foot wide landscaped parkways and sidewalks. South of Philadelphia Street was not improved until the 1970's and later, and is therefore not of significance.

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Historic Photos

Euclid Avenue - All photos taken Courtesy of the Model Colony Room, Ontario City Library

- 1. Euclid Avenue 1898 (bandstand in foreground)
- 2. Euclid Avenue 1890 (bandstand in foreground)
- 3. Euclid Avenue 1905 (bandstand in foreground)
- 4. Euclid Avenue 1888 (frankish fountain in foreground)
- 5. Euclid Avenue aerial 1920
- 6. Euclid Avenue looking north from Holt Boulevard
- 7. Euclid Avenue 1887
- 8. Euclid Avenue Looking North from Holt Boulevard
- 9. Euclid Avenue Looking South from B Street
- 10. Euclid Avenue Looking North from Holt Boulevard
- 11. Euclid Avenue Looking North from Holt Boulevard
- 12. Euclid Avenue Veteran Memorial on Euclid Avenueat Holt Boulevard

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1. Euclid Avenue - 1898 (bandstand in foreground)



2. Euclid Avenue - 1890 (bandstand in foreground)



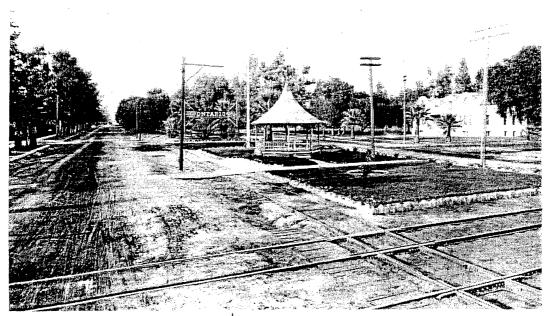
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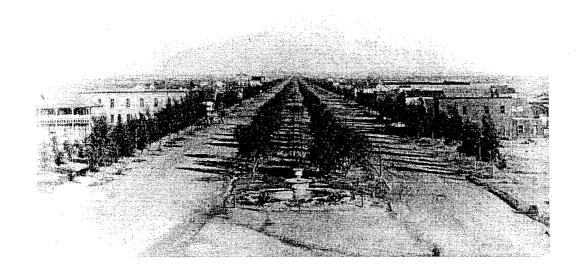
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3. Euclid Avenue - 1905 (bandstand in foreground)



4. Euclid Avenue - 1888 (frankish fountain in foreground)



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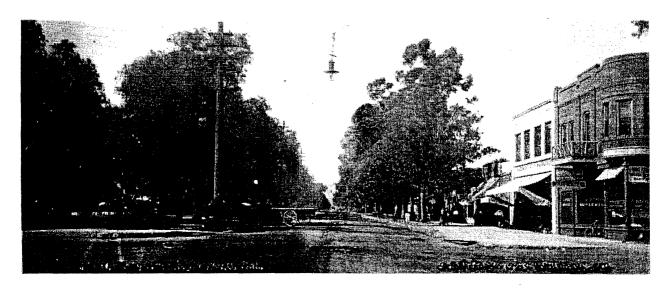
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5, Euclid Avenue aerial - 1920



6. Euclid Avenue - looking north from Holt Boulevard



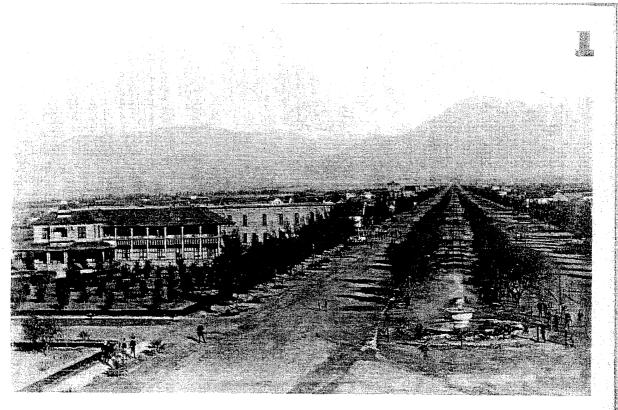
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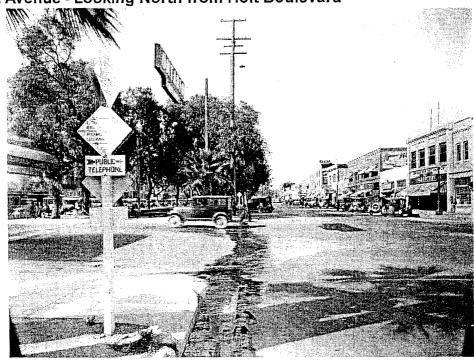
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7. Euclid Avenue - 1887



8. Euclid Avenue - Looking North from Holt Boulevard



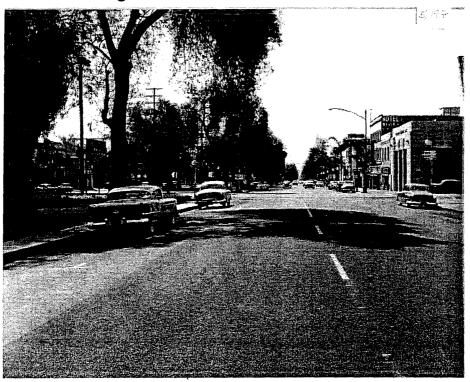
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Euclid Avenue, San Bernardino County, CA

9. Euclid Avenue - Looking South from B Street



10. Euclid Avenue - Looking North from Holt Boulevard



National Register of Historic Places Continuation Sheet

Section number

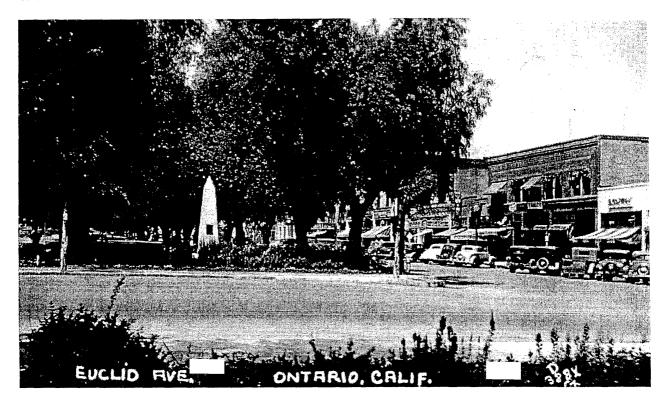
Page

Euclid Avenue, San Bernardino County, CA

11. Euclid Avenue - Looking North from Holt Boulevard



12. Euclid Avenue - Veteran Memorial on Euclid Avenueat Holt Boulevard



National Register of Historic Places Continuation Sheet

Euclid Avenue, San Bernardino County, CA

Section number

Page

Historic Photos

Mildura, Australia - All photos taken via the Internet from the State Library of Victoria, Australia

- 13. Deakin Avenue, Mildura Australia
- 14. Deakin Avenue, Mildura Australia
- 15. Deakin Avenue, Mildura Australia
- 16. Deakin Avenue, Mildura Australia
- 17. Deakin Avenue, Mildura Australia
- 18. Deakin Avenue, Mildura Australia
- 19. Deakin Avenue, Mildura Australia
- 20. Deakin Avenue, Mildura Australia
- 21. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia
- 22. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia
- 23. Chaffey Fountain, Deakin Avenue, Mildura Australia
- 24. Deakin Avenue, Mildura Australia

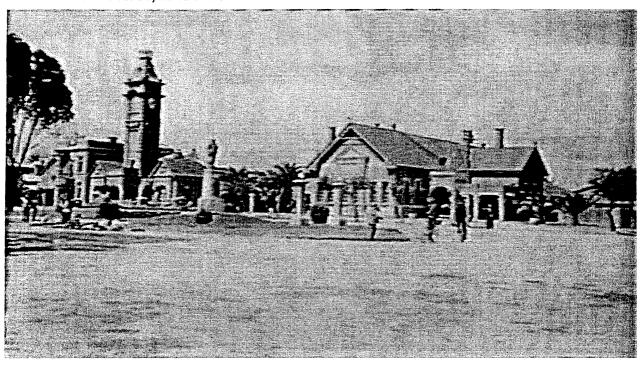
National Register of Historic Places Continuation Sheet

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Euclid Avenue, San Bernardino County, CA

13. Deakin Avenue, Mildura Australia





National Register of Historic Places Continuation Sheet

Euclid Avenue, San Bernardino County, CA

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Page



16. Deakin Avenue, Mildura Australia



National Register of Historic Places Continuation Sheet

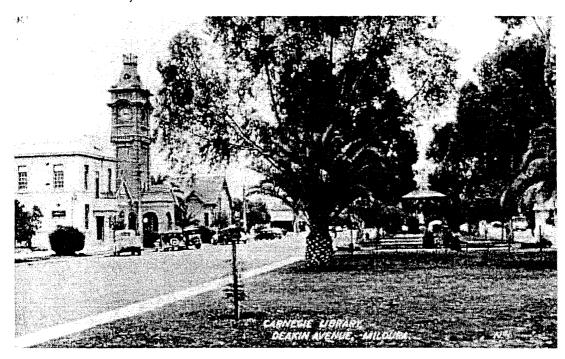
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Euclid Avenue, San Bernardino County, CA

17. Deakin Avenue, Mildura Australia



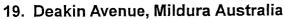


National Register of Historic Places Continuation Sheet

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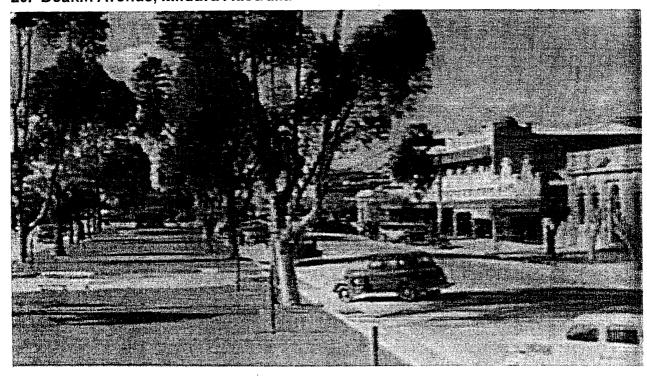
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Euclid Avenue, San Bernardino County, CA





20. Deakin Avenue, Mildura Australia



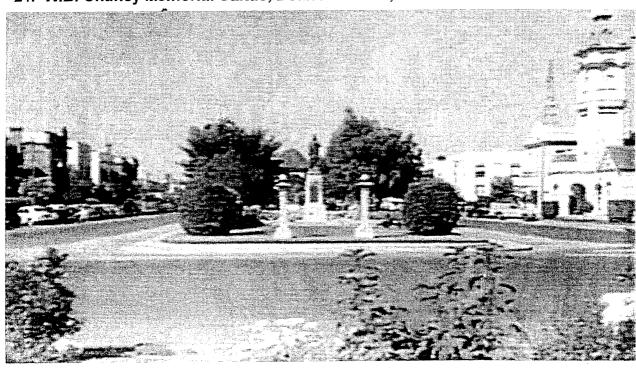
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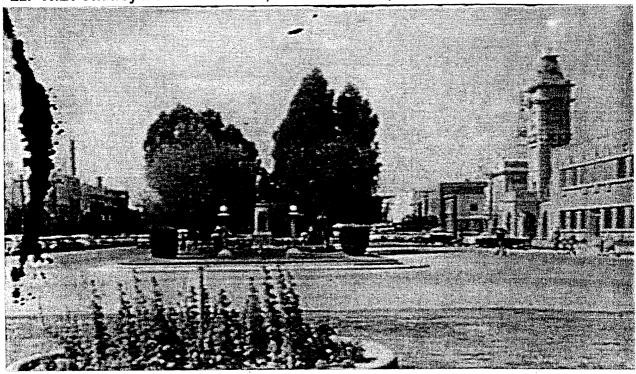
Page

Euclid Avenue, San Bernardino County, CA

21. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia



22. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia



National Register of Historic Places Continuation Sheet

Euclid Avenue, San Bernardino County, CA

Section number

Page

23. Chaffey Fountain, Deakin Avenue, Mildura Australia





National Register of Historic Places Continuation Sheet

Section	number	Page	Photos

All photos by Jeff Starns, 2003

Location of negatives: Ontario Planning Department, 303 East B Street, Ontario, CA 91764

- 1. Looking north from Philadelphia Street, Ontario
- 2. Looking west toward Euclid School, Ontario
- 3. Looking south toward the Southern Pacific and Union Pacific Railroad Underpass, Ontario
- 4. Looking east towards the Frankish Fountain and Old City Hall (just north of the Southern Pacific and Union Pacific Railroad Underpass), Ontario
- 5. Looking north at Holt Boulevard, Ontario
- 6. Looking north at C Street towards the R. Jack Mercer Community Bandstand, Ontario
- 7. Looking northwest at C Street towards the Granada Theater, Ontario
- 8. Looking west at the Gardiner Spring Auditorium, Chaffey High School, Ontario
- 9. Looking north towards the San Bernardino Freeway from 6th Street, Ontario
- 10. Looking north from the Burlington Northern Santa Fe Railroad, Upland
- 11. Looking south from Foothill Boulevard (Route 66), Upland
- 12. Looking north from Foothill Boulevard (Route 66) toward Madonna of the Trail, Upland
- 13. Looking north from Foothill Boulevard (Route 66) toward bridal path, Upland
- 14. Looking west at the Foothill Freeway, Upland
- 15. Looking south at rock curbs and drainage ditch, Upland
- 16. Looking north at rock curbs and drainage ditch, Upland
- 17. Looking south from 24th Street, Upland

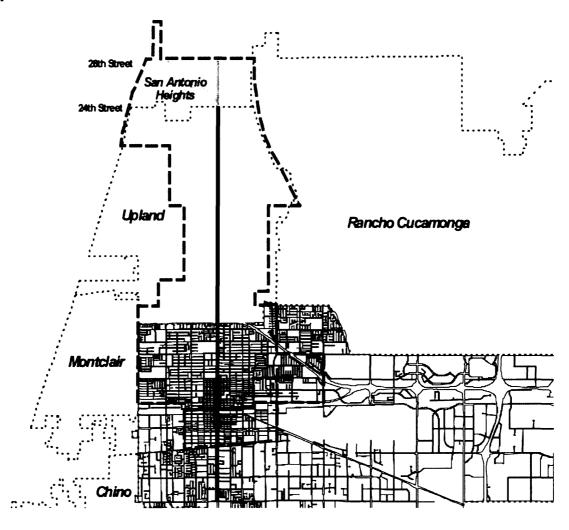
National Register of Historic Places Continuation Sheet

Section number

Page

Euclid Ave. San Bernardino Co. CA

SKETCH MAP



LEGEND

Euclid Avenue

Gray Section - Portion of Euclid Avenue from 24th Street to 26th Street. Original Plan went to

26th Street, but removed shortly after construction

Red Section - Section constructed by the Chaffey Brothers - 1882

Blue Section - Section constructed by Charles Frankish - 1886

Red Outline -

Ontario Irrigation Colony Boundaries - Created by the Chaffey Brothers

Blue Outline -

South Side Tract Boundaries - Created by Charles Frankish

Green Outline - Current City Boundaries

Mill Creek *Zanja*Map Reference No. 48

DATE

California Inventory of Historic Resources

(p.165)

March, 1976

__FEDERAL XSTATE __COUNTY _LOCAL

DEPOSITIONY FOR Office of Historic Preservation, California Dept. of Parks and SURVEY RECORD Recreation, 1416 9th St. P. O. Box 2390

CITY, TOWN Sacramento

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DESCRIBE THE PRESENT AND ORIGINAL HE KNOWN PHYSICAL APPEARANCE

Originally the Zanja carried water from the Intake near the mouth of Mill Creek all the way through Rediends to its end near the Amistencia de Mission San Gabriel on Rarton Road west of Rediends. Years ego it was put under ground through the business district of Rediends, and vest of there since 1936 its drainage has been diverted into the Mission Storm Drain, which empties into the Santa Ana river. For this reason this request includes only the six miles east of the business district of Redlands, where it is nearly all in its original location. The portion west of the business area to the Asistencia can be traced, but it has been altered, and is no longer a flowing stream. With the exception of 0.3 miles easterly from Lincoln Street, where the County Flood Control District has recently bull-dozed a new channel, the six miles of Yanja in this request is still in its original location. Many of the trees long ago planted to line its banks are still there and thriving.

In its easterly two miles, through Mentone, the Zanja still runs full with water diverted from Mill Greek, but most of this is now destined for the Grafton reservoir; only part of it is occastionally turned down the Zanja channel. There is almost always water, however, all the way, for waste water from irrigated orange groves is directed into it, and when it rains there is storm water, as always since it was built. During a storm no water is let into it from Mill Greek.

In Pentore rost of the stream is in a "U" shaped channel, varying in width from about 4 to 12 feet; Depth of channel is 3 ft. or leas. West of Pentone it flows through the Crafton crange orchirds, and widens out into a channel somewhat "V" shaped, maybe 15 ft. wide at the top and 5 ft. at the bottom. Through parts of the city of Redlands It is deeper and wider, and veries as to being "U" or somewhat "V" shaped. At one of the foot bridges in Tylvan Park it is 14 feet wide and 4 ft. in depth, with a little water lanning at the bottom. Between Grove and Lincoln Streets in Redlands there are some small bridges 7 feet across the stream where the channel is 4 ft. deep, but the channel is wider between bridges.

In Mentone residents along the Zanja take pride in keeping it beautiful. It is well cared for through Sylvan Park by the Redlands park department. It is kept clear of litter through the University of Redlands campus, and easterly to Lincoln St where there are homes beside it. Farther east in some places wild berry vines have grown too thick, and in a place or two some old concrete or an old plow has been dumped in the stream bed. An occasional fallen tree crosses the stream.

The Zanja still has a high potential for recreational and educational uses. Last year botany students from the University of California at Riverside identified a hundred different varieties of plants growing in a half mile from University to Judson Street, in a two hour period. Had time permitted them to go farther east the list would have been longer. Some of the trees they found were equalyptus, pine, black walnut, sycamore, elm, willow, cottonwood, redwood, deodar cedar.

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SPECIFIC DATES 1819-1920

BUILDER/AUCHHICCT Pedro Alvarez, a

STATEMENT OF SIGNIFICANCE

The Zanja (Spanish for "ditch") is State Historical Landmark No. 43; the Sylvan Park. It is the oldest civil engineering project in Southern C the oldest irrigation ditch in the councy, and the oldest still in the California. It is recognized in a recent publication of the Los Angeletican Society of Engineers, called "Mictoric Civil Engineering Landton of local Indians, the fathers from Micrican for Gabriel Engineering Landton of local Indians, the fathers from Micrican for Gabriel Engineering for a griculture to the Indians of Cauchem william, which was a can of Raddonia. The Zanja vie complete in the for far applied Parking in 1220, purpose well, and the Indians of Cauchema, some 100 in ma per, parking the way of food because of it.

The engineering skill of the Tunnelscand vis shown in the efficient reditch to take adventure of the number force and depressions. There accounts vis one per to tay a and disping was done by Gauchard Tajians under their offer, Selran.

The Zanje is also the oblast lasting natural to the Marican ero, or Ethis area. After secularization of Mission haldings in 1834, a coloniannehed in 1839 by the Lugo brothers. They and others used Zanja vices

Early Americans also used Zania water, from Crafton to Old San Berner is just west of Asistencia. In the last half of the minateenth century a significantly affected settlement pertagns and development in the area. Rediands only water supply; ics water was hauled in barrels to Prospect first hotel, situated on a hill in what is now Prospect Park.

Mrs. Hinckley in her book, "On the Lanks of the Zanja", on page 26 ctahad the unenviable distinction of having had the most lawsuits and of a bitter wrongling of any stream in California. Twelve major lawsuits had injunctions governed its water before it was bought by the city of Pel The most famous lawsuit was Caves vs. Craffs, which went to the Suprestate, and in 1876 established once for all time, that the Zanja was a second content of the Canja was a second content of the C

It used to be decided that each rancher was entitled to a specified nuclearly water. The 1859 list totaled 192 hours, or 8 days, so each used h 8 days. One of these early users was Anson Van Leuven, who in 1857 plant orange trees in the area; he had 21.95 hours. Ben Earton, who had an extraord west of Redlands had 30.22 hours. The Carpenter ranch in Crafton h

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The routh of Mill Creek all
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mal, varying in which from about a cal Mantone it flows through a med somewhat "V" shaped, raybe and parts of the city of Redlands of somewhat "V" radged. At one of id 4 ft. in depth, with a little all Streets in Radlands there are a channel is 4 ft. deep, but the

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SPECIFIC DATES 1819-1920

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STATEMENT OF SIGNIFICANCE

The Zonja (Spanish for "ditel") is State Mistorian Landbark to 47; the color is in Sylven Park. It is the oldest civil anginearing present in feach or delivered; in it is classification ditch in the county, and the oldest stable in the Southern California. It is recognised in a recent publication or the John American Society of Landbarrs, called "Mistoria Civil Landbarrs," the oldest rentioned in this tocklar. Its big core beautifully to the factors of local Indians, the fathers from illudication to the allegations to the Indians of Caucher will be a thing to the Landbarr to the Indians of Caucher will be a the transfer of the Landbarr to the Indians of Caucher will be a transfer of the Landbarr to the Indians of Caucher, while the transfer of the Landbarr of Caucher, seek and it makes, five a sich in the way of food because of it.

The engineering skill of the Franciscens was shown to the endicinat moves and ditch to take elventage of the natural draws and diprospectas. First consideration was necessary. Pedro Alverta was abound to lay the times, and digging was done by Gauchana Indiana under their other, Solupe

The Zanja is also the oldest listing memorial to the location era, or Books and this area. After secularization of Mission halfings in 1800, a cale on the converse launched in 1839 by the Lugo brothers. They am others used Zanja total.

Early Americans also used Zonja water, from Crafton to Old Con Detroiche, which the just west of Asistencia. In the last half of the minorcenth reactory countries a significantly affected settlement patterns and development in the second Latter Large Redlands only water supply; its water was hauled in barrels to trospect kouse, And the first hotel, situated on a hill in what is now Prospect Park.

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CONTINUATION SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

FOR NOS USE COMY

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Current alterations to nominated property:

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The County Flood Control has bulldozed a large channel easterly from their 1971 channel which stretches from the railroad at Lincoln St. to the Dearborn Reservoir, and intend to continue east to Wabash. They recently required an 80 foot right of way and are using is to remove growing things and make a large channel. This 80 foot strip crosses the Zanja west of Wabash, and more than 80 feet have been levelled and all that was there cleared. In this block the Zanja makes an "S" curve, with loops both north and south of the Flood Control strip, and parts of those loops are untouched especially the wide north loop with the big trees.

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Map :

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CONTINUATION SHEET

ITEM NUMBER 7 PAGE 3

Map showing current flood control work in Zanja area

Original course of Zanja - blue Channel (formerly Sylvan Blvd., the main road from Redlands to Crafton - washed out in a flood about a decade ago and water has run in it after every storm since) - yellow

80 foot right of way obtained by County Flood Control - red

Approximate location of recently bulldozed channel within right of way mostly - purple

The big trees on the south of "Eight Fools Ranch" are still where but the water is being diverted into the new buildozed channel. This may affect their future growth.

It appears that an area wider than 80 feet has been levelled and cleared of vegetation, especially in the central portion. The landowner evidently requested this filling and levelling.

Map traced from Assessor's Map

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. 4. 10-751 UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

ITEM NUMBER PAGE CONTINUATION SHEET SIGNIFICANCE 1

The practical, historical and sentimental value of the Zanja has been enormous. It conditioned all the early settlements; it made possible a stable food supply for the Indians; it helped determine the location of the Asistencia; when the Americans moved in they necessarily settled along its banks, for it was the only water supply. It had all the charm and appecl of a beautiful stream, for it was bordared by trees and wild grape vines, and the trees gave a welcome shade in a dry and dusty land. The picturesque charm of the Zanja's flowing water has been a unique asset to the beauty and distinctive atmosphere of Redlands, Crafton and Mentone. It is the desire of many citizens that the beauty of the Zonja be preserved and enhanced.

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Mid Chestnyt A.e. Medlunds, Cal. 2373 Dec. 17, 1976

he map, and indicated allow I show a channel addends to Orafton, in mater has run in it is obtained by the Councy ion of the buildozed this a steel tere, but wider than 20 feet ly in the control and levelled so much is realised that the

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ssessor, is what you need.

Con Banen Boven, President rea Historical Jociety

111 JUGSTAPHICAL TEVERENCES: Bulletin No. 4; San Bernardino variety water tenservation District. November, 1951. "On the Banks of the Zanja" by Edith Parker Binekley. Saunders Press, Claremont, Cal. 1951 Heritage of the Valley. by George and Halen Pruitt Beattle; San Pasquale Press Pasadena California 1939 Historic Civil Engineering Landmarks, Los Angeles Section, American Society of Civil Engineers, 1974 History of Mill Creek Zanja, 1819 to 1937; WPA Project No. 3428, San Bernardino County Board of Supervisors GEOGRAFIEGAL DATA ACPEAGE OF NOMINATED PROPERTY ... UTM REFERENCES NOSTEING VERBAL BOUNDARY DESCRIPTION A long, narrow strip of land, six riles in length, and varying in width from 20 to 40 feet, to include the Zanja stream, and trees along its banks. The east end is at a weir box in fast Mentone, where water from Mill Crowk is diversed into the Emja. The stream flows in a south-westerly direction through Mertone, Crafton and Radlands, and six tiles down stream from the intohe, just west of Sylvan Park in Redlends, it goes into the business area of Redlands, and this is the end of the proposed discrist. LIST ALL STATES AND COUNTES FOR PROPERTIES OVERLAPPING STATE OR COUNTY LOC 12. (2.5) STATE CODE COUNTY CODE STATE COUNTY **FORM IREPARED BY** NAME / TITLE Alice Van Boven Radlands Area Historical Society. Inc June 11. 1976 STREET & NUMBER 446 Chestnut Ave. 714-792-3975 CITY OH TOWN Redlands 92373 ASTATE HISTORIC PRESERVATION OFFICER CURTIFICATION THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS: LOCAL X NATIONAL STATE As the designated State Historic Preservation Ohio in for the National Historia Preservation Aut of 1966 (Feb a Lew 83-665). I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service TITLE DATE NOV 15 1976 DIRECTOR FUR HPS USE ONLY

or to 10,20 at ex 10-74)

THE STREET BEAUTIFUL TO

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

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UNITED STATES DEPAREMENT NATIONAL PARK SC

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CONTINUATION SHEET

Twenty feet was chosen as in some places the streen is nearby. Five feet on each I there are big old trees in I for the Register, the streen 19 feet. There are a few places

Here is a summary:

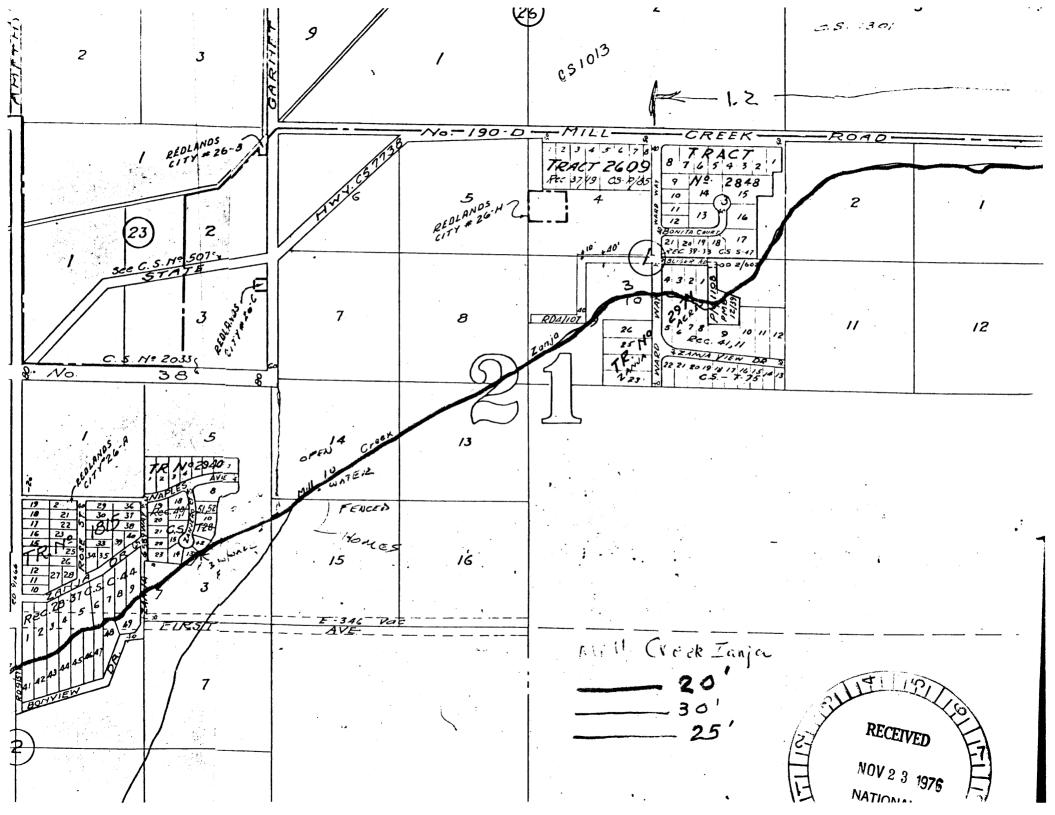
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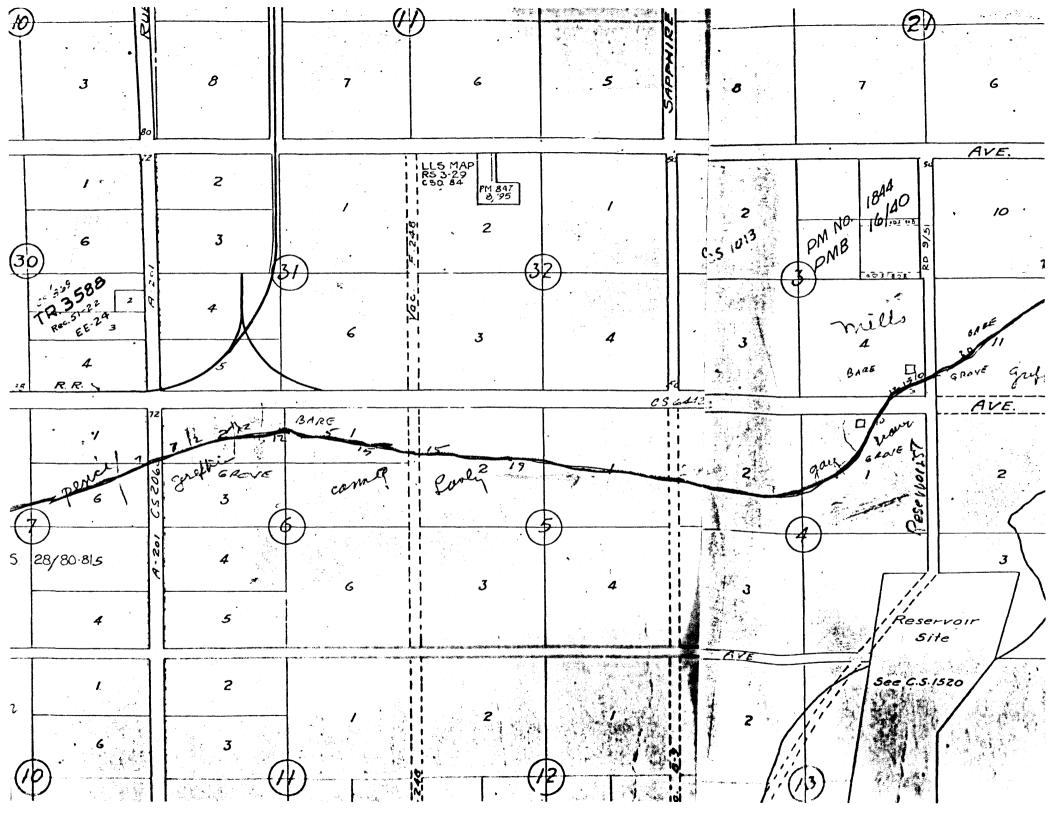
From Amethyst to Reservoir C.L. Griffin, and E.D. Patte

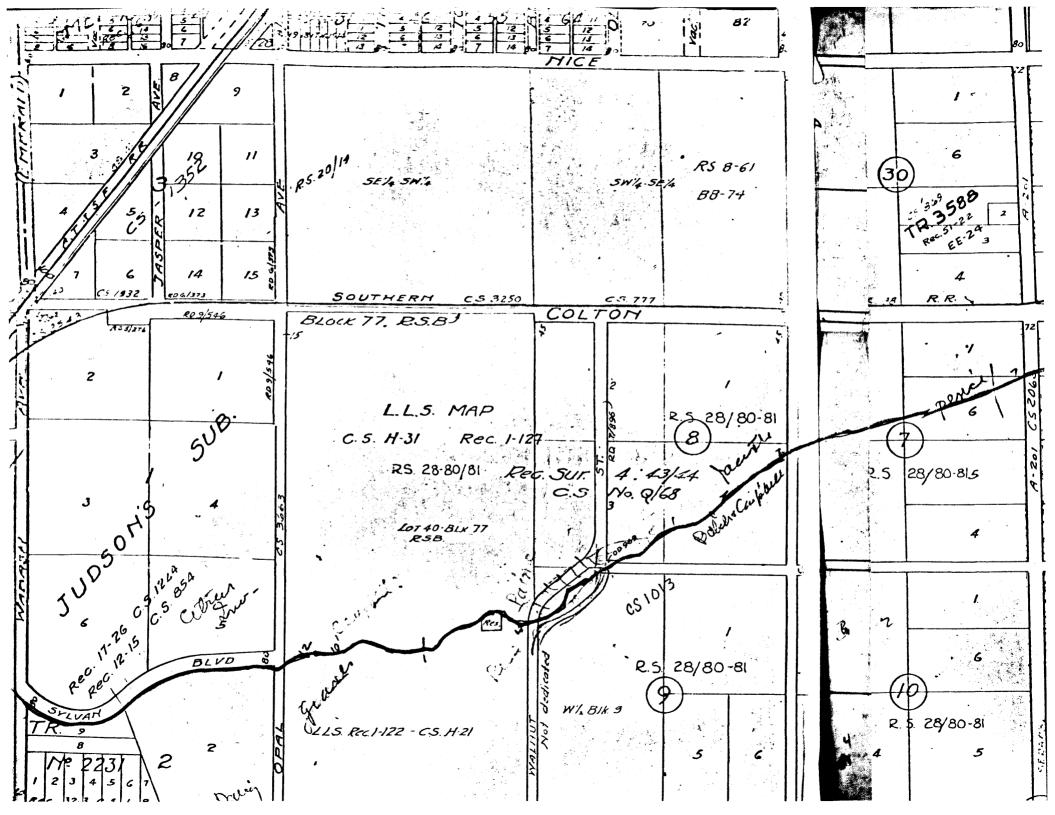
From Reservoir Road to Wabass City Limit) All owners on t Amethyst to Wabash. C.L. G: former Crafton Retreat ground Crafton Ave. No buildings s

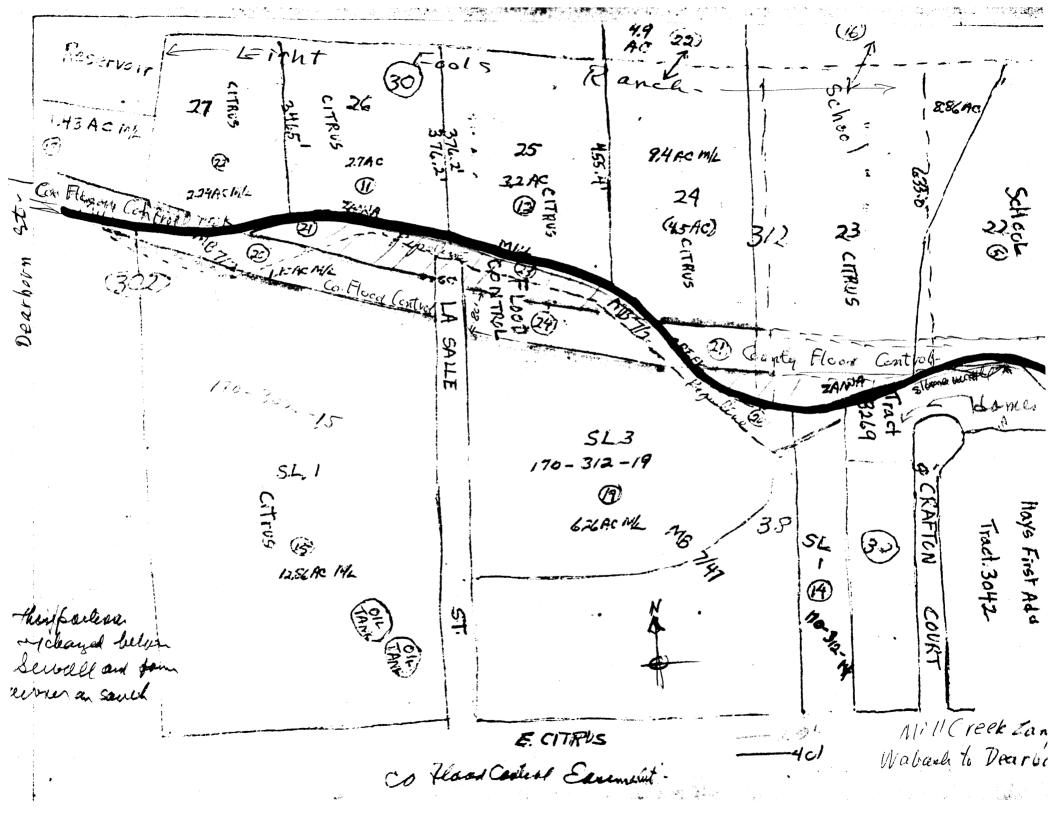
From Wabash to a bend in the part of the Crafton School by the city of Redlands Unit

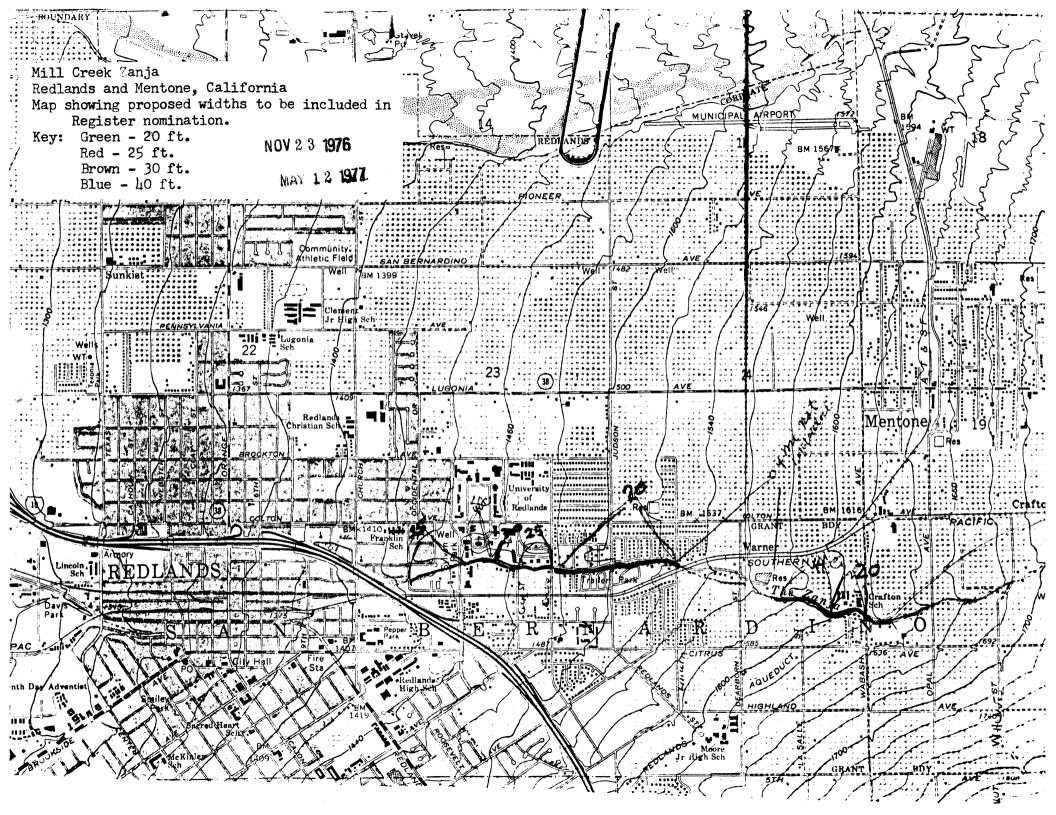
From the above bend to junct Control channel. On the sou and Stanley Samuels. On the a strip owned by the city of it was Sylvan Blvd., before years ago. North of this stranch" Sam Sewall et al.

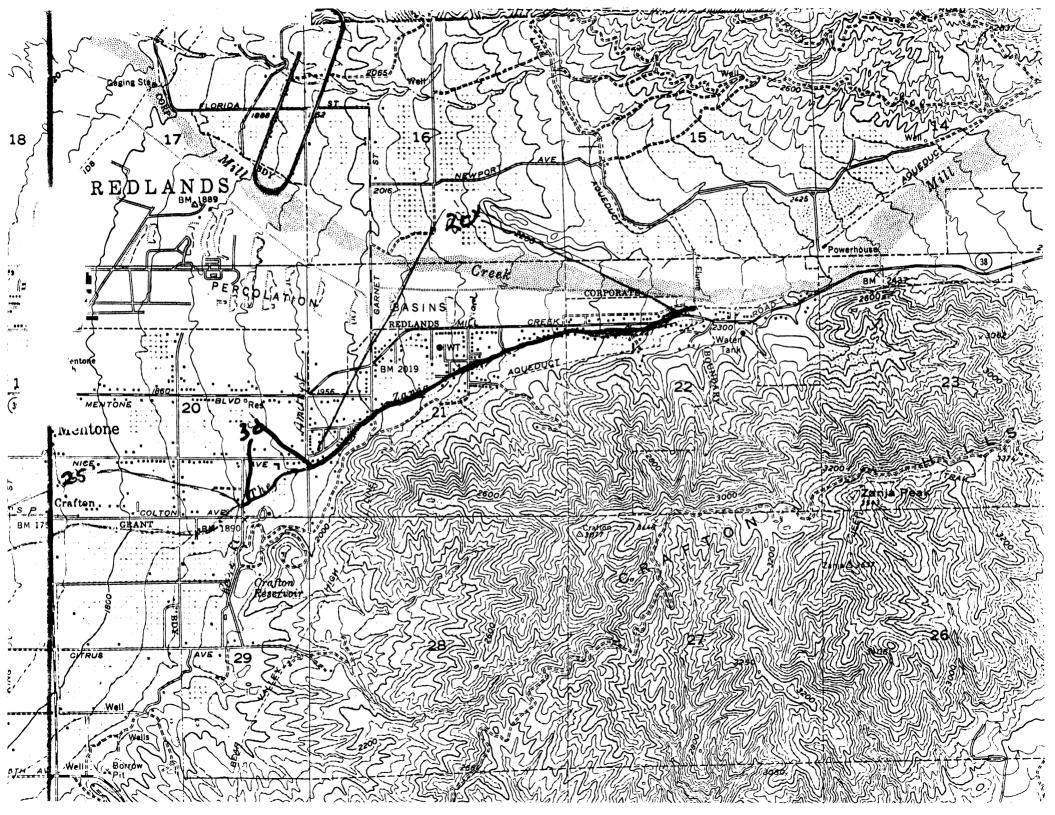














Mill Could Zanja Paine Ranch - Crafton Cira - 1890

PROPERTY OF THE NATIONAL REGISTER

DUE MAY 12 1977

NOV 2 3 1976 1 Mill Creek Zanja 2. East of Redlands Calif.

3. photo by Robert Paine father of h. Paine 4. about 1890

5.negative at Mr. Paine's; 400 Walnut Rd. Redlands

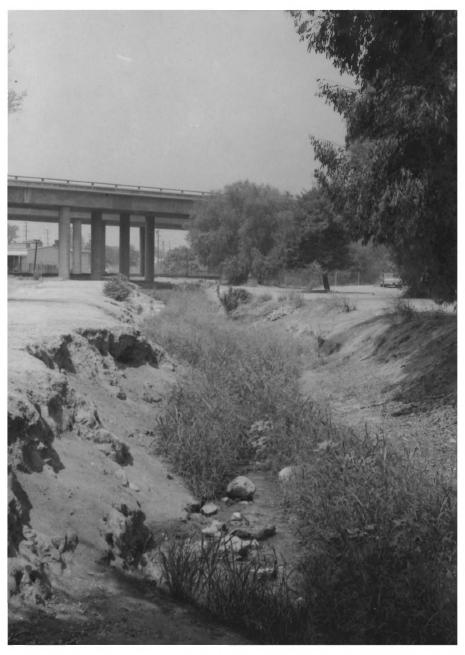
6. Looking southerly across Zanja to Taine home. This was when Mill Creek water went all the way down the stream.

photo 1 of 7

San Bernardeno Co.



NOV 2 3 1976 The Mill Creek Zanja
Redlands and Mentone, California Photograph by M. M. Jennings Negative at Jennings, 2724 Mill Creek Road Mentone Cal. 92359 black and white photo taken at 2724 Mill Creek Road. 00 EMAY 12 1977 Photo 2 17 San Bernardino County



Mill Crack Zanja West of Sylva Pack near Free way - Rollands

San Bernardino County

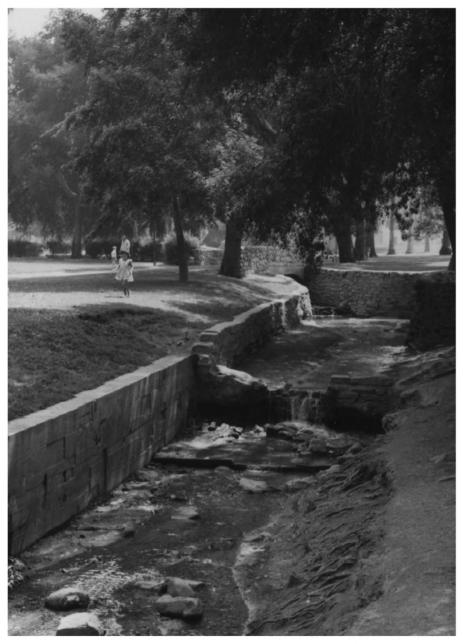
1. Mill Creek Zanja po MAY 12 1977 2. "edlands, California

3. Photo by Robert Treat Paine NOV 2 3 1976

5. Negative at home of Mr. Paine, 400, Walnut Rd. Redlands Cal. 92373

6. Looking west just west of Division St to when Zanja goes under Interstate 10. This portion to I 10 could be included, but is not beautiful.

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Mill Creek zanja Sphan Park - Re Nandi

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1. Mill Creek 7ania.
2. Redlands Callifornia
3. Photo by Robert Treat Paine
4. July 1976 NOV 2 3 1976
5. Negative at Paine home, 400 Walnut Road.

Redlands, Cal. 92373
6. Looking east where Zanja leaves Sylvan Park
just east of Division St. Park in background

Photo 4 of 7 San Bernardino County



Mill Cruy 29nja Pains Ranch - Crafton

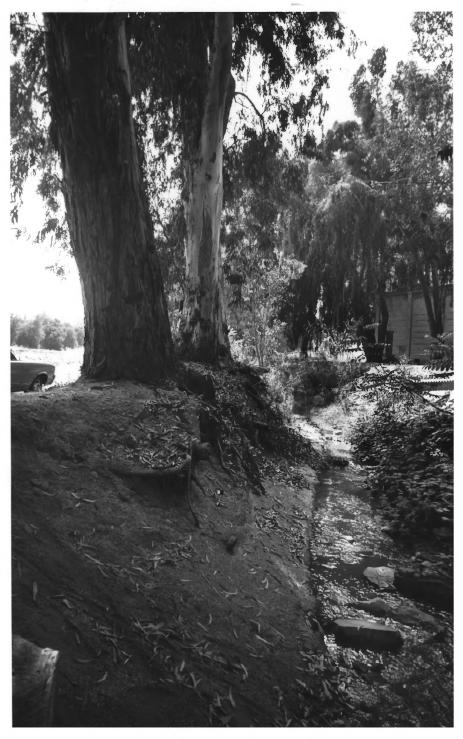
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- 1. Mill Creek Zanja
- 2. East of Redlands, California NOV 2 3 1976 3. Photo by Robert Treat Paine
- 4. July 1976
- 5. Negative at home of Mr. Paine, 400 Walnut Road, Redlands Cal. 92373
- 6. Looking east where Zanja crosses the Paine Ranch. The bridge is not part of original Zanja m 1820; but has been there

Photo 5 017



The Mill Creek Zanja Redlands and Mentone, California Photograph by Art Miller 1976 Negative at Art Miller, 455 Judson St. Redlands Cal. 92373 photo taken at University of Redlands Campus NOV 2 3 1976 MAY 1 2 1977



1. Mill Creek Zanja 2. Mentone, California NOV 2 3 1976

3. San Bernardino Municipal Water District

4. June 19, 1974

5. Negative at San Sermardino Valley Municipal Water District, 1350 S. "E" St. San Bernardino Crafton

6. Near Garnet Ave. water destined for/reservoir

Mill Creek Zanja near Garnet Ave. Mentone, Calif. Looking East. Am Bernuden Ce.

SAN BERNARDINO VALLEY
MUNICIPAL WATER DISTRICT

DATE 6-19-74 PROJECT Dreenbelt Project

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DATE

California Inventory of Historic Resources

(p.165)

March, 1976

__FEDERAL XSTATE __COUNTY _LOCAL

DEPOSITIONY FOR Office of Historic Preservation, California Dept. of Parks and SURVEY RECORD Recreation, 1416 9th St. P. O. Box 2390

CITY, TOWN Sacramento

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DESCRIBE THE PRESENT AND ORIGINAL OF ANOWN PHYSICAL APPEARANCE

Originally the Zamja carried water from the intake near the nouth of Mill Creek all the way through Redlands to its and near the Asistencia de Mission San Gabriel on Rarton Road west of Rediends. Years ago it was put under ground through the business district of Redlands, and vest of there since 1936 its drainage has been diverted into the Mission Storm Drain, which empties into the Santa Ana river. For this reason this request includes only the sim miles east of the business district of Redlands, where it is nearly all in its original location. The portion west of the business area to the Asistencia can be traced, but it has been altered, and is no longer a flowing stream. With the exception of 0.3 miles easterly from Lincoln Street, where the County Flood Control District has recently bull-dezed a new channel, the six miles of Yanja in this request is still in its original location. Many of the trees long ago planted to line its banks are still there and thriving.

In its easterly two miles, through Mentone, the Zanja still runs full with water diverted from Mill Creek, but most of this is now destined for the Crafton reservoir; only part of it is occastionally turned down the Zanja channel. There is almost always water, however, all the way, for waste water from irrigated orange groves is directed into it, and when it rains there is storm water, as always since it was built. During a storm no water is let into it from Mill Creek.

In Mentore rost of the street is in a "U" shaped channel, varying in width from about 4 to 12 feet; Depth of channel is 3 ft. or less. West of Mentone it flows through the Crafton crange orchirds, and widens out into a channel somewhat "V" shaped, maybe 15 ft. wide at the top and 5 ft. at the bottom. Through parts of the city of Redlands it is deeper and wider, and veries as to being "U" or somewhat "V" shaped. At one of the foot bridges in Eylvan Park it is 14 feat wide and 4 ft. in depth, with a little water tanning at the bottom. Between Grove and Lincoln Streets in Redlands there are some small bridges 7 feet across this stream where the channel is 4 ft. deep, but the channel is wider between bridges.

In Mentone residents along the Zanja take pride in keeping it beautiful. It is well cared for through Sylvan Park by the Redlands park department. It is kept clear of litter through the University of Redlands campus, and easterly to Lincoln St where there are tomes beside it. Farther east in some places wild berry vines have grown too thick, and in a place or two some old concrete or an old plow has been dumped in the stream bed. An occasional fallen tree crosses the stream.

The Zanja still has a high potential for recreational and educational uses. Last year botany students from the University of California at Riverside identified a hundred different varieties of plants growing in a half mile from University to Judson Street, in a two hour period. Had time permitted them to go farther east the list would have been longer. Some of the trees they found were equalyptus, pine, black walnut, sycamore, elm, willow, cottonwood, redwood, deodar cedar.

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—PREHISTORIC —1400-1459 —1500-1559 —1000-1659 —1700-1729 X-1800-1859 —1900-	ARCHEOLOGY-PREHISTORIC ARCHEOLOGY-HISTORIC EAGRICULTURE ARCHITECTURE ART COMMERCE COMMUNICATIONS	REAG OF SIGNAT CARICE - CH	HECK AND JEST, OF BITTOUT LANDSCAPE AF CHIECUTY 3 LANY LITERATURS LANGE C PRICOSPRY FOURIOS/SOVERNMENT
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SPECIFIC DATES 1819-1920

BUIEDERMANCHITECT Podro Alvarez, a

STATEMENT OF SIGNIFICANCE

The Zanja (Spanish for "ditch") is State Historical Landmark No. 43; to Sylvan Park. It is the oldest civil engineering project in Southern (the oldest irrigation ditch in the county, and the oldest still in the California. It is recognized in a recent publication of the Los Angelo. American Society of Engineers, called "Mictoric Civil Engineering Land: the oldest rentioned in this bookies. Its history began in 1819 who, of local Indians, the fathics from Merica for Cubriel began plans for in agriculture to the Indians of Cauchy a william, which was work of Rediction. The Zamje was completed in the feet for applied planting in 1200. purpose well, and the Tudicus at Cauchica, some 200 in ma per, parcit: the way of food because of it.

The engineering skill of the Transleading via shown in the efficient reditch to take adventage of the numeri are a out depressions. Sugget occurred excavation was nacassany. Police alterest vis our per to by o and digging was done by Gamelana Tajiuns under their chief, Spiras.

The Zinje is also the planet lastless natural to the Marican ero, or Rethis area. After secularization of Mission habilage in 1834, a colonilaunched in 1839 by the Lugo brothers. They and others used Zanja ver-

Early Americans also used Zania water, from Grafton to Old San Bornar " just west of Asistencia. In the last half of the mineteenth century to significantly affected settlement partorns and development in the erea. Redlands only water supply; ics water was hauled in barrels to Prospect . first hotel, situated on a hill in what is now Prospect Park.

Mrs. Hinckley in her book, "On the I mks of the Zanja", on page 26 ctahad the unenviable distinction of having had the most lawsuits and of a bitter wrangling of any stream in California. Twelve major lawsuits b injunctions governed its water before it was bought by the city of Pe' The most famous lawsuit was Caves vi. Crafts, which went to the Supre State, and in 1875 established once for all time, that the Zanja was κ .

It used to be decided that each rancher was entitled to a specified nucl Zanja water. The 1859 list totaled 192 hours, or 8 days, so each uses h 8 days. One of these early users was Anson Van Lauven, who is 1857 plant orange trees in the area; he had 21.95 hours. Ben Barton, who had caled yard west of Redlands had 30.22 hours. The Carpenter ranch in Crafton L

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SPECIFIC DATES 1819-1920

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STATEMENT OF SIGNIFICANCE

The Zonja (Spanish for "ditel") is State Mistorian Landbark to 47; the color is in Sylven Park. It is the oldest civil anginearing present in feach or delivered; in it is classification ditch in the county, and the oldest stable in the Southern California. It is recognised in a recent publication or the John American Society of Landbarrs, called "Mistoria Civil Landbarrs," the oldest rentioned in this tocklar. Its big core beautifully to the factors of local Indians, the fathers from illudication to the allegations to the Indians of Caucher will be a thing to the Landbarr to the Indians of Caucher will be a the transfer of the Landbarr to the Indians of Caucher will be a transfer of the Landbarr to the Indians of Caucher, while the transfer of the Landbarr of Caucher, seek 200 is not ear, five a such transfer of the way of food because of it.

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The Zanja is also the oldest listing memorial to the location era, or Books and this area. After secularization of Mission halfings in 1800, a cale on the converse launched in 1839 by the Lugo brothers. They am others used Zanja total.

Early Americans also used Zonja water, from Crafton to Old Con Detroiche, which the just west of Asistencia. In the last half of the minorcenth reactory countries asignificantly affected settlement patterns and development in the second Latter Large Redlands only water supply; its water was hauled in barrels to trospect kouse, And the first hotel, situated on a hill in what is now Prospect Park.

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CONTINUATION SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

FOR NOS USE COMY

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UNIT:

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NATIONAL DECISTED OF LUSTORIC PLACES INVENTORY -- MOMINATION FORM

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PAGE 2

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Current alterations to nominated property:

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The County Flood Control has bulldozed a large channel easterly from their 1971 channel which stretches from the railroad at Lincoln St. to the Dearborn Reservoir, and intend to continue east to Wabash. They recently required an 80 foot right of way and are using is to remove growing things and make a large channel. This 80 foot strip crosses the Zanja west of Wabash, and more than 80 feet have been levelled and all that was there cleared. In this block the Zanja makes an "S" curve, with loops both north and south of the Flood Control strip, and parts of these loops are untouched especially the wide north loop with the big trees.

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Map :

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NATIONAL REGISTER OF HESTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 3

Map showing current flood control work in Zanja area

Original course of Zanja - blue Channel (formerly Sylvan Blvd., the main road from Redlands to Crafton - washed out in a flood about a decade ago and water has run in it after every storm since) - yellow

80 foot right of way obtained by County Flood Control - red

Approximate location of recently bulldozed channel within right of way mostly - purple

The big trees on the south of "Eight Fools Ranch" are still where but the water is being diverted into the new buildozed channel. This may affect their future growth.

It appears that an area wider than 80 feet has been levelled and cleared of vegetation, especially in the central portion. The landowner evidently requested this filling and levelling.

Map traced from Assessor's Map

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. 4. 10-751 UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

ITEM NUMBER PAGE CONTINUATION SHEET SIGNIFICANCE 1

The practical, historical and sentimental value of the Zanja has been enormous. It conditioned all the early settlements; it made possible a stable food supply for the Indians; it helped determine the location of the Asistencia; when the Americans moved in they necessarily settled along its banks, for it was the only water supply. It had all the charm and appecl of a beautiful stream, for it was bordared by trees and wild grape vines, and the trees gave a welcome shade in a dry and dusty land. The picturesque charm of the Zanja's flowing water has been a unique asset to the beauty and distinctive atmosphere of Redlands, Crafton and Mentone. It is the desire of many citizens that the beauty of the Zonja be preserved and enhanced.

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Mid Chestnyt A.e. Medlunds, Cal. 2373 Dec. 17, 1976

he map, and indicated allow I show a channel addends to Orafton, in mater has run in it is obtained by the Councy ion of the buildozed this a steel tere, but wider than 20 feet ly in the control and levelled so much is realized that the

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ad to the orange grove.

ssessor, is what you need.

Con Banen Boven, President rea Historical Jociety

111 JUGSTAPHICAL TEVERENCES: Bulletin No. 4; San Bernardino variety water Conservation District. November, 1951. "On the Banks of the Zanja" by Edith Parker Binekley. Saunders Press, Claremont, Cal. 1951 Heritage of the Valley. by George and Halen Pruitt Beattle; San Pasquale Press Pasadena California 1939 Historic Civil Engineering Landmarks, Los Angeles Section, American Society of Civil Engineers, 1974 History of Mill Creek Zanja, 1819 to 1937; WPA Project No. 3428, San Bernardino County Board of Supervisors GEOGRAFIEGAL DATA ACPEAGE OF NOMINATED PROPERTY ... UTM REFERENCES NOSTEING VERBAL BOUNDARY DESCRIPTION A long, narrow strip of land, six riles in length, and varying in width from 20 to 40 feet, to include the Zanja stream, and trees along its banks. The east end is at a weir box in fast Mentone, where water from Mill Crowk is diversed into the Emja. The stream flows in a south-westerly direction through Mertone, Crafton and Ridlands, and six tiles down stream from the intohe, just west of Sylvan Park in Redlends, it goes into the business area of Redlands, and this is the end of the proposed discrist. LIST ALL STATES AND COUNTES FOR PROPERTIES OVERLAPPING STATE OR COUNTY LOC 12. (2.5) STATE CODE COUNTY CODE STATE COUNTY **FORM IREPARED BY** NAME / TITLE Alice Van Boven Radlands Area Historical Society. Inc June 11. 1976 STREET & NUMBER 446 Chestnut Ave. 714-792-3975 CITY OH TOWN Redlands 92373 ASTATE HISTORIC PRESERVATION OFFICER CURTIFICATION THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS: LOCAL X NATIONAL STATE As the designated State Historic Preservation Ohio in for the National Historia Preservation Aut of 1966 (Feb a Lew 83-665). I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service TITLE DATE NOV 15 1976 DIRECTOR FUR HPS USE ONLY

or to 10,20 at ex 10-74)

THE STREET BEAUTIFUL TO

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

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CONTINUATION SHEET

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UTM Reference:

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UNITED STATES DEPAREMENT NATIONAL PARK SC

NATIONAL REGISTER OF INVENTORY - NOMA-

CONTINUATION SHEET

Twenty feet was chosen as in some places the streen is nearby. Five feet on each I there are big old trees in I for the Register, the streen 19 feet. There are a few places

Here is a summary:

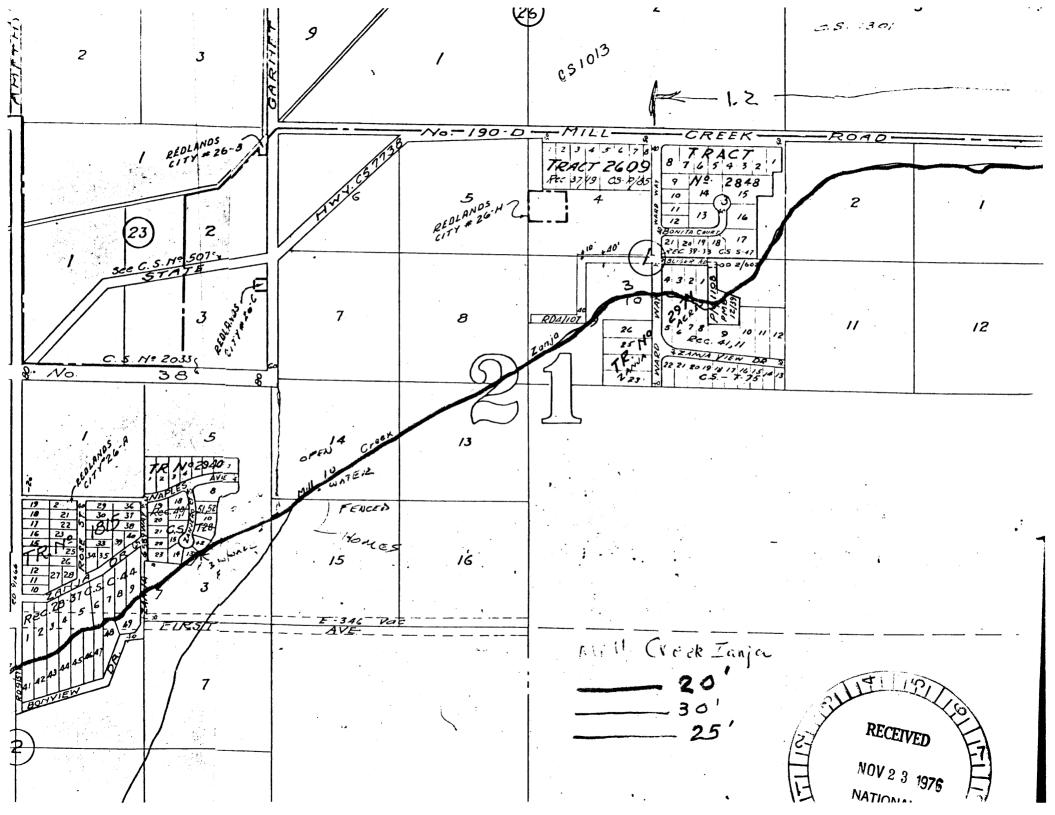
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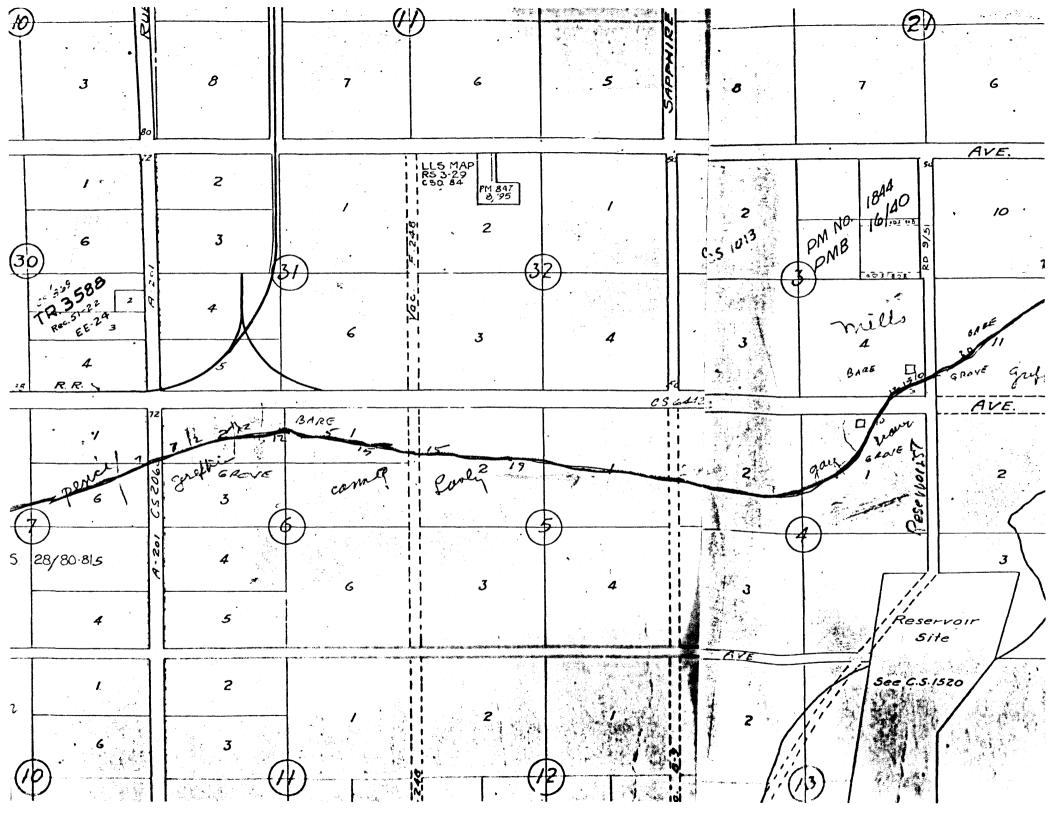
From Amethyst to Reservoir C.L. Griffin, and E.D. Patte

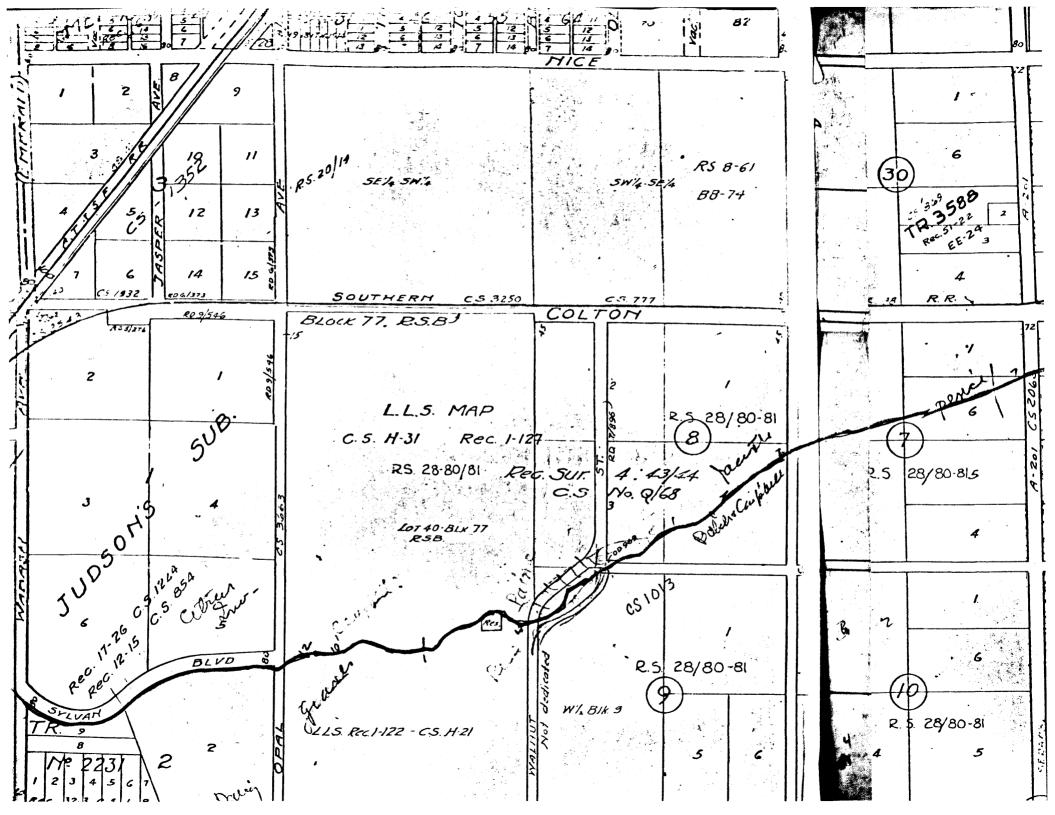
From Reservoir Road to Wabass City Limit) All owners on t Amethyst to Wabash. C.L. G: former Crafton Retreat ground Crafton Ave. No buildings s

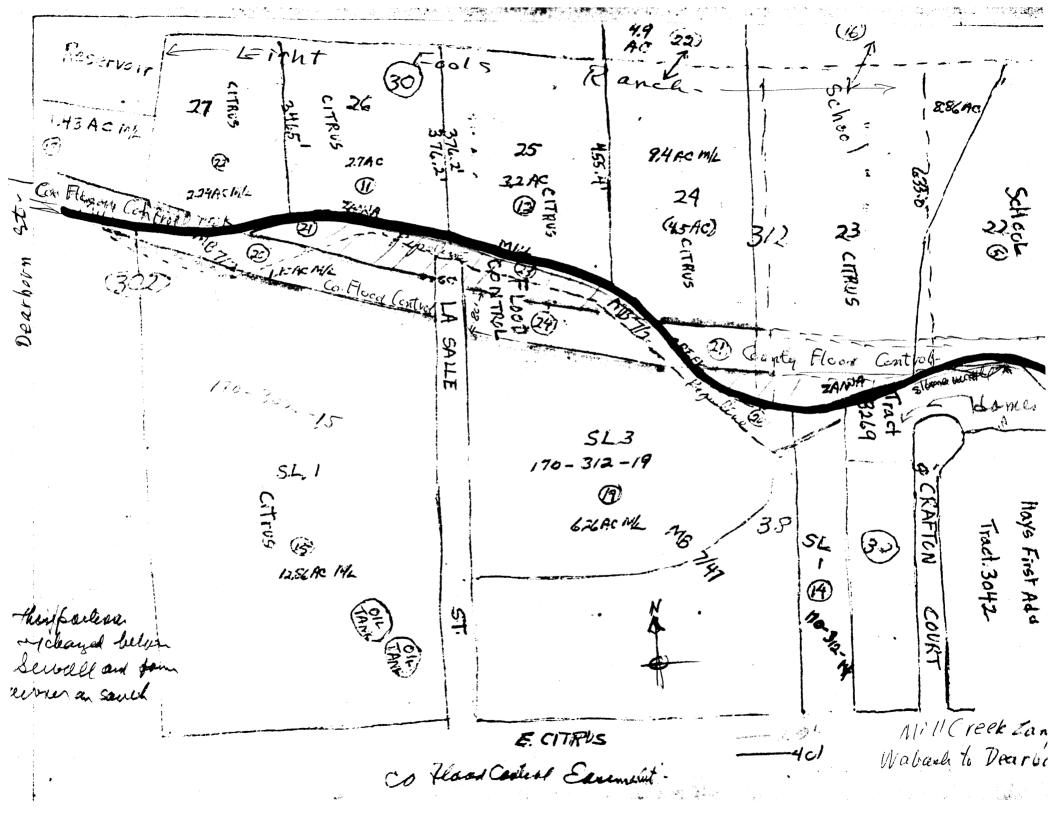
From Wabash to a bend in the part of the Crafton School by the city of Redlands Unit

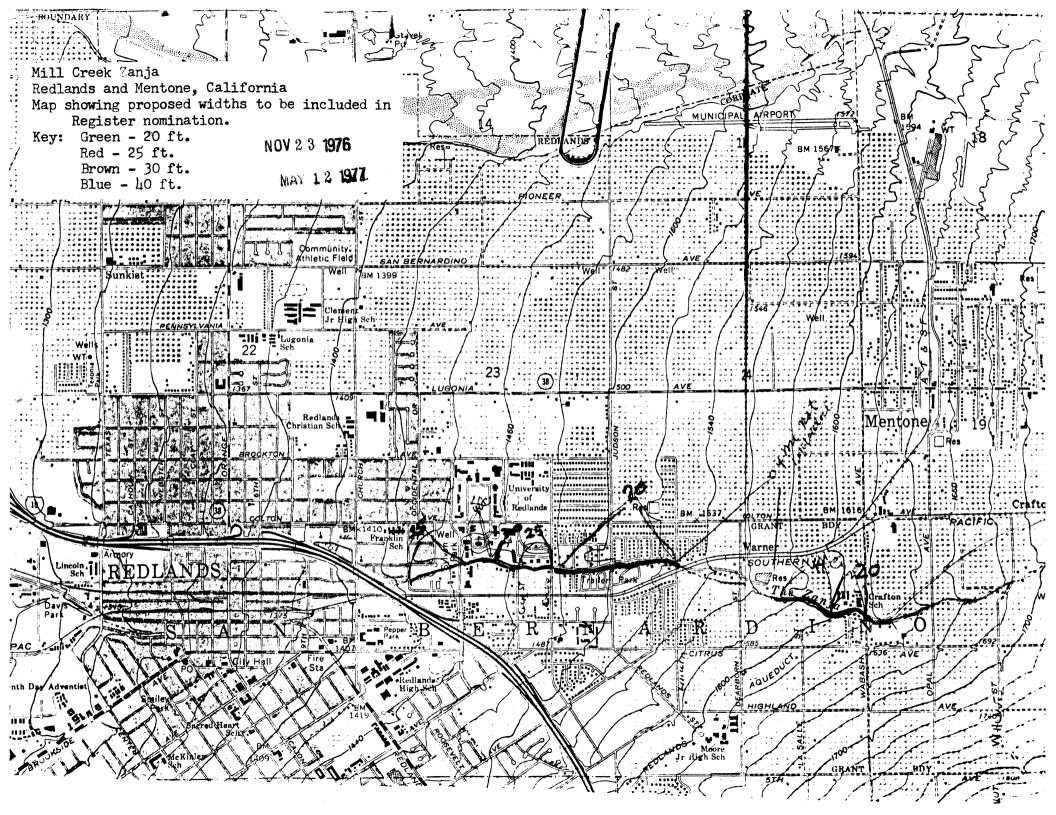
From the above bend to junct Control channel. On the sou and Stanley Samuels. On the a strip owned by the city of it was Sylvan Blvd., before years ago. North of this stranch" Sam Sewall et al.

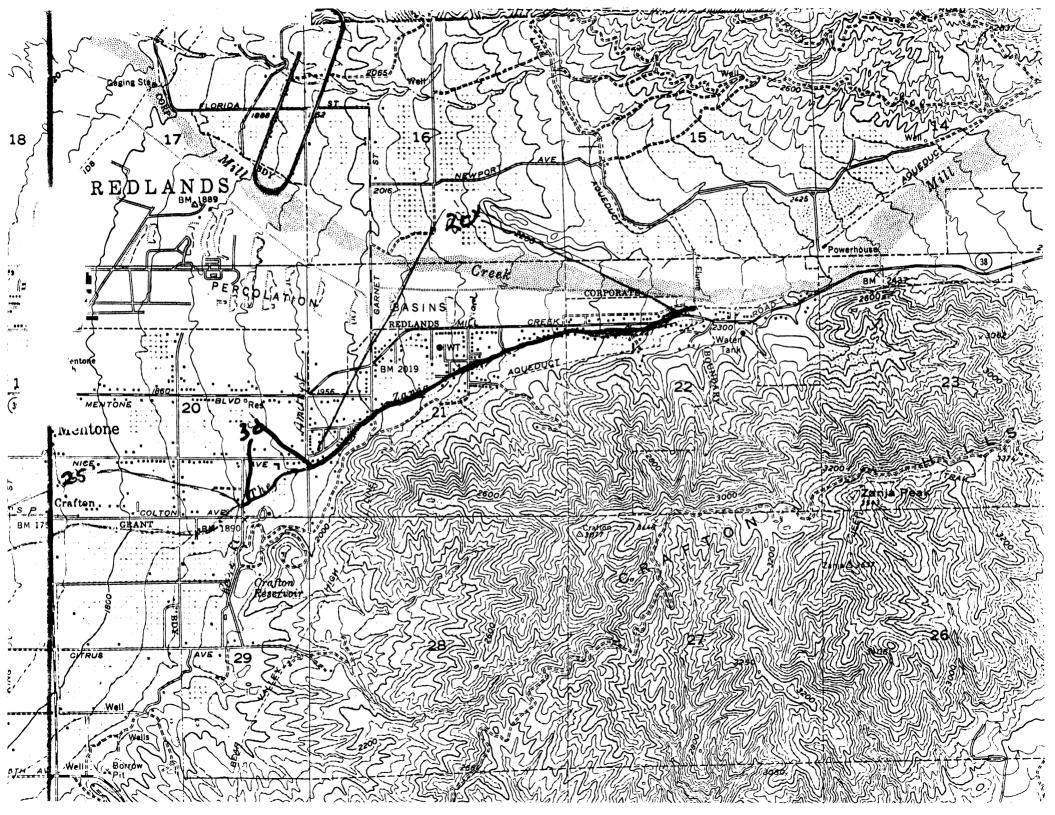














Mill Could Zanja Paine Ranch - Crafton Cira - 1890

PROPERTY OF THE NATIONAL REGISTER

DUE MAY 12 1977

NOV 2 3 1976 1 Mill Creek Zanja 2. East of Redlands Calif.

3. photo by Robert Paine father of h. Paine 4. about 1890

5.negative at Mr. Paine's; 400 Walnut Rd. Redlands

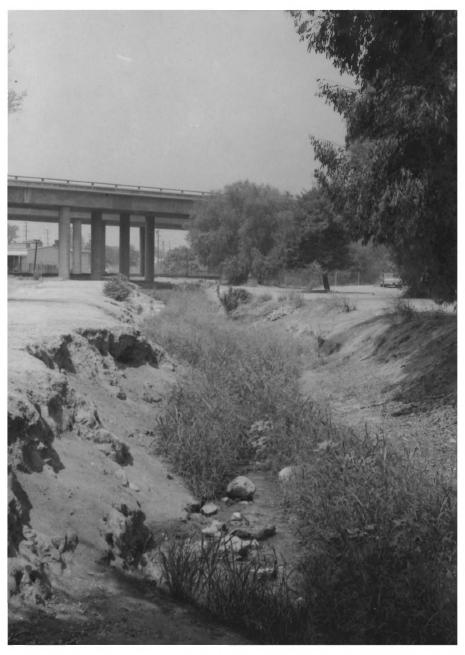
6. Looking southerly across Zanja to Taine home. This was when Mill Creek water went all the way down the stream.

San Bernardeno Co.

photo 1 of 7



NOV 2 3 1976 The Mill Creek Zanja
Redlands and Mentone, California Photograph by M. M. Jennings Negative at Jennings, 2724 Mill Creek Road Mentone Cal. 92359 black and white photo taken at 2724 Mill Creek Road. 00 EMAY 12 1977 Photo 2 17 San Bernardino County



Mill Crack Zanja West of Sylva Pack near Free way - Rollands

San Bernardino County

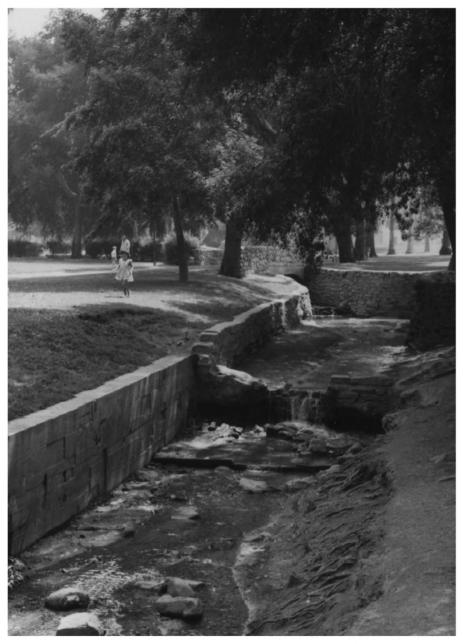
1. Mill Creek Zanja po MAY 12 1977 2. "edlands, California

3. Photo by Robert Treat Paine NOV 2 3 1976

5. Negative at home of Mr. Paine, 400, Walnut Rd. Redlands Cal. 92373

6. Looking west just west of Division St to when Zanja goes under Interstate 10. This portion to I 10 could be included, but is not beautiful.

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Mill Creek zanja Sphan Park - Re Nandi

SCOPERTY OF THE NATIONAL REGISTER

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1. Mill Creek 7ania.
2. Redlands Callifornia
3. Photo by Robert Treat Paine
4. July 1976 NOV 2 3 1976
5. Negative at Paine home, 400 Walnut Road.

Redlands, Cal. 92373
6. Looking east where Zanja leaves Sylvan Park
just east of Division St. Park in background

Photo 4 of 7 San Bernardino County



Mill Cruy 29nja Pains Ranch - Crafton

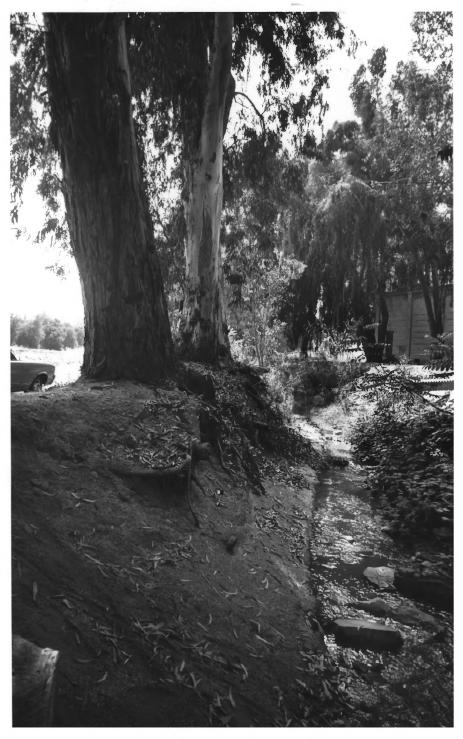
PROPERTY OF THE MATIONAL REGISTER

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DOE MAY 12 1977

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Photo 5 017



The Mill Creek Zanja Redlands and Mentone, California Photograph by Art Miller 1976 Negative at Art Miller, 455 Judson St. Redlands Cal. 92373 photo taken at University of Redlands Campus NOV 2 3 1976 MAY 1 2 1977



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3. San Bernardino Municipal Water District

4. June 19, 1974

5. Negative at San Sermardino Valley Municipal Water District, 1350 S. "E" St. San Bernardino Crafton

6. Near Garnet Ave. water destined for/reservoir

Mill Creek Zanja near Garnet Ave. Mentone, Calif. Looking East. Am Bernuden Ce.

SAN BERNARDINO VALLEY
MUNICIPAL WATER DISTRICT

DATE 6-19-74 PROJECT Dreenbelt Project

NEG. NO. 3976 PHOTOGRAPHER SUC

SBVMWD PHOTO CREDIT WOULD BE APPRECIATED

Photo 7 017

3/07

State of CaliforniaThe Resources Agency	Primary #36-008092H
DEPARTMENT OF PARKS AND RECREATION	HRI #
CONTINUATION SHEET	Trinomial CA-SBR-8092H

CONTINUATION SHEET

Trinomial CA-SBR-8092H (Update)

Page 1 of 1

Resource name or # (Assigned by recorder) Mill Creek Zanja

Recorded by Josh Smallwood *Date March, 2006 Continuation √ Update

Between October 2004 and May 2005, CRM TECH carried out an archaeological monitoring program during grading operations on Tentative Parcel Map No. 16120. The study area is located between California Street and New Jersey Street, and between Orange Avenue and Barton Road, in the City of Loma Linda. The monitoring program served to fulfill a number of objectives, including, but not limited to, the identification of any artifacts or features that may be associated with the remains or former course of the 1819-1820 Mill Creek Zanja (Site CA-SBR-8092H). No features or artifacts directly associated with the construction or use of the Mill Creek Zanja were encountered during the monitoring program.

Report Citation:

 Michael Hogan, Bai "Tom" Tang, and Josh Smallwood (2007): Archaeological Monitoring Report, Barton Vineyard Project, Tentative Parcel Map No. 16120, City of Loma Linda, San Bernardino County, California. On file, Archaeological Information Center, San Bernardino County Museum, Redlands.

*Required information

DPR 523L (1/95)

PRIMARY RECORD

Archaeological Research Unit University of California Riverside, CA 92521

Primary #: HRI #:

Trinomial: CA-SBR-8092H UPDATE NRHP Status Code: NRHP-L-77-329

Other Listings: SHL 43; Engineering Landmark #21

Review Code ____ Reviewer Date *Resource Name or # (Assigned by recorder): Mill Creek Zanja Page 1 of 11 Other Identifier: P1. √ Not for Publication Unrestricted P2.* Location: a.* County: San Bernardino and (P2b and P2c or P2d; attach location map) b.* USGS Quad: Redlands 7.5' dated 1967 photorevised 1988 Twp: 1S, Rng: 3W, SBBM, Section 30 NW 1/4 Alignment I: NW 1/4 SE 1/4 SE 1/4 NW 1/4 SW 1/4 SE 1/4 SE 1/4 NW 1/4 NW 1/4 NW 1/4 SE 1/4 NE 1/4 NW 1/4 SE 1/4 SE 1/4 NW 1/4 SE 1/4 NE 1/4 SE 1/4 SW 1/4 NW 1/4 SE 1/4 SE 1/4 SE 1/4 SE 1/4 NE 1/4 Alignment II: NW 1/4 SE 1/4 NW 1/4 SE 1/4 NW 1/4 SE 1/4 SW 1/4 SW 1/4 NE 1/4 NW 1/4 NW 1/4 SE 1/4 NE 1/4 NW 1/4 SE 1/4 SE 1/4 NW 1/4 SE 1/4 NE 1/4 SE 1/4 SW 1/4 NW 1/4 SE 1/4 SE 1/4 SE 1/4 SE 1/4 NE 1/4 **Elevation:** 1130-1190 ft Zip: Address: N/A City: Loma Linda d.* UTM: (Give more than one for large and/or linear resources) Zone 11: Alignment I: A 477000 mE/3768400 mN B 479200 mE/3767580 mN Alignment II: A 477000 mE/3768440 mN B 478290 mE/3768340 mN C 478660 mE/3768030 mN D 478930 mE/3767700 mN E 479200 mE/3767560 mN Other Locational Data (e.g. parcel number, directions to resource, etc. as appropriate): e.

P3a.* Description (Describe resource and its major elements; include design, materials, condition, alterations, size, setting, and boundaries): historic water conveyance system

PRIMARY RECORD - continued

Archaeological Research Unit, U C Riverside

Primary #: HRI #:

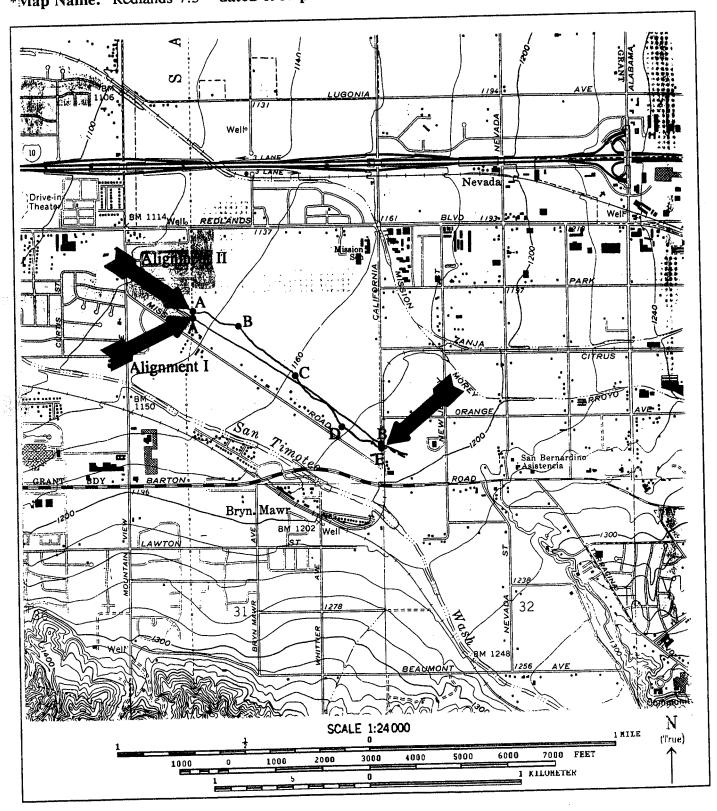
Trinomial: CA-SBR-8092H

Page _	2 of 11	*Resource Name or #: Mill Cre	ek Zanja		
P3b.*	Resource	e Attributes (List attributes and codes): AH6 Water Conveyance System			
P4.*	Resources D	es Present: Building Structure Object \sqrt{Site} District Element of District Isolate Other			
P5a.	Photogra	aph or Drawing (Required for HRI buildings, structures, and objects [see box next page]): no	one taken		
P5b.	Description	ion of Photo (View, date, accession #): N/A			
P6.*	was built	nstructed/Age and Source: Prehistoric V Historic Bot in 1819-1820. Portions have seen continuous use, and portions are still use, this segment is abandoned.	h Zanja ed today,		
P7.*	Owner and Address: various private and city government				
P8.*	Recorded by: Karen K. Swope Project #: UCRARU #1259				
P9.*	Date reco	corded: 30 June 1996			
P10.*	Type of S	Survey (Describe): reconnaissance survey			
P11.*	Swope, K 1996	Cut Not I Designed Among City of Lotte I	inda, San rch Unit,		
Attac	hments:	✓ Location Map (7.5' USGS quadrangle) ✓ Archaeological Site Record Sketch Map Feature Record Milling Station Record Rock Art Record Artifact Record Illustration Sheet Photograph Record Building, Structure, and Object Record ✓ Linear Feature Record District Record ✓ Other (list): Historic Maps			

Primary #: HRI #:

Trinomial: CA-SBR-8092H

*Resource Name or #: Mill Creek Zanja
*Map Name: Redlands 7.5' *dated 1967 photorevised 1988



ARCHAEOLOGICAL SITE RECORD

Primary #:

Trinomial: CA-SBR-8092H Archaeological Research Unit, U C Riverside *Resource Name or #: Mill Creek Zanja Page <u>4</u> of <u>11</u> A1.* Dimensions: a. Length 4700 ft (NW/SE) x b. Width N/A Method of measurement: ____ Paced ____ Taped ___ Visual estimate ✓ Other: Map Scale Method of determination (Check any that apply): ____ Artifacts ____ Features ____ Soil Vegetation ____ Topography ____ Cut bank ____ Animal burrow ____Excavation Property boundary ____ Other (Explain): Only that segment within current project area was recorded. Reliability of determination: ____ High ____ Medium ____ Low Explain: Alignment of zanja is well documented. Limitations (Check any that apply): _____ Restricted access ____ Paved/built over ___ Site limits incompletely defined ____ Disturbances ____ Vegetation ____ Other (Explain): This portion of the zanja has been abandoned for several decades. It is known to have crossed the entire project area, and only small portions of it remain visible today. See Lerch and Haenszel (1981:67) for a discussion of the zanja alignment in this area. Depth: ____ None ____ Unknown Method of Determination: A2. Human Remains: ____ Present ____ Absent ____ Possible ___ Unknown: (Explain) Graves associated with the Guachama Ranchería (CA-SBR-2311/H) reportedly once existed near the western terminus of the zanja. A4.* Features (Number, describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map): N/A A5.* Cultural Constituents (Describe and quantify artifacts, human-introduced organic residues, etc. not associated with features): none observed A6.* Were Specimens Collected? _____ No _____ Yes (If yes, attach Artifact Record or catalog and identify

A8.* Nearest Water (Type, distance, and direction): The zanja was constructed to provide a perennial water source. Intermittent San Timoteo Creek is located 1000 ft south, and the intermittent Santa Ana River is located 2 mi north of this segment of the zanja.

A7.* Site Condition: ___ Good ___ Fair ___ Poor (Describe disturbances.) Although other portions

of the zanja are maintained and remain in use, this portion has been abandoned. Portions have

A9.* Elevation: see P2b.

where specimens are curated)

been graded into yards and groves in the area.

ARCHAEOLOGICAL SITE RECORD-continued

Primary #:

Trinomial: CA-SBR-8092H

Page	5	of	11

Resource Name or #: Mill Creek Zanja

A10. Environmental Setting:

Vegetation (Site and vicinity): Prior to human intervention, an inland sage scrub plant community dominated this region. During historic times, the area was under cultivation, and currently a citrus grove and ornamental landscaping are present.

Soil (Site and surrounding):
Landform: alluvial terrace

Geology:

Exposure/Slope: open Other associations:

A11. Historical Information: No reliable local water source existed when mission fathers began an agricultural enterprise associated with the Mission San Gabriel in the area. The zanja (known locally by the Anglicized "Sankey") was excavated by Indians from the Guachama Ranchería during 1819 and 1820. This legendary feat was purportedly completed using the shoulder blades of cattle as shovels. Pedro Alvarez was brought from Los Angeles to lay out the route, which carried water from Mill Creek, a distance of about 12 mi, with its final (western) terminus just west of the intersection of Mt. View Avenue and Mission Road. This segment of the channel ran roughly parallel to and north of Mission Road. Cottonwoods were planted along the banks of the zanja, accounting for historic reference to Mission Road as "Cottonwood Row". The zanja ran behind the Frink Adobe (CPHI-SBR-28), where modern cottonwoods may represent sprouts from original trees. A number of historic maps depict the zanja alignment, and were used to plot the two alternate alignments shown on the location map. It is possible that the alignment was rechannelled at some point in the past, perhaps when the structures along Mission Road were built. Alignment I was taken from maps dated ca. 1885, pre-1893, 1901, 1905, and 1909. Alignment II was taken from a map dated 1937, purportedly a historic map of the zanja 1819-1937. It is possible that this alignment represents an earlier route, prior to rechannelization.

Factual or estimated dates of occupation (Explain): The zanja was excavated during 1819 and 1820, and portions remain in use today.

A13. Interpretations (Discuss scientific, interpretive, ethnic, and other values of site, if known): The Mill Creek Zanja is the oldest irrigating ditch in San Bernardino County, and in fact, represents the first engineering project of any kind to be completed there. This watercourse was the first to open the San Bernardino Valley for agricultural use, and had a major role in the beginnings of what was to become the Orange Empire. Portions of the zanja remain in use today, 176 years after initial construction. Archaeological excavations or non-intrusive methods such as ground penetrating radar or soil resistivity could be used to ascertain the presence or absence of a stone lining in this portion of the ditch.

A14. Remarks: none

ARCHAEOLOGICAL SITE RECORD-continued

Primary #:

Trinomial: CA-SBR-8092H

Page <u>6</u> of <u>11</u>

Resource Name or #: Mill Creek Zanja

A15. References (Documents, consultants, maps, and other references):

Beattie, George William

Origin and Early Development of Water Rights in the East San Bernardino Valley. San Bernardino Valley Water Conservation District Bulletin 4.

Beattie, George William, and Helen Pruitt Beattie

1951 Heritage of the Valley: San Bernardino's First Century. Oakland: Biobooks.

Culver, J. P.

Map of the Barton Ranch, San Bernardino County, California. MS on file at San Bernardino Archaeological Information Center.

Hinckley, Edith Barrett Parker

On the Banks of the Zanja: The Story of Redlands. Claremont: The Saunders Press, Publishers.

Lerch, Michael K., and Arda M. Haenszel

1981 Life on Cottonwood Row. Heritage Tales 4:33-71.

Rumble, Josephine R.

1937 History of the Mill Creek Zanja: 1819-1937. Map on file at A.K. Smiley Public Library, Redlands.

A16. Photographs (List subject(s), direction of view, and accession numbers or attach a Photograph Record): none taken

LINEAR FEATURE RECORD

Archaeological Research Unit, U C Riverside

Primary #: HRI #:

Trinomial: CA-SBR-8092H

Page	7 of <u>11</u>	*Resource Name or #: Mi	ll Creek Zanja
L1.	Historic and/or Common Name:	Mill Creek Zanja	
L2.	Designation: b. Location of point or segment (Provide UTM coordinates, legal description, any other usef ed on a Location Map): see P2, above.	
L3.	as appropriate): Zanja consisted of an	ls, materials, and artifacts found at this segment/point; prove earthen ditch. Portions of the watercourse are known if this segment had a stone lining.	vide plans/sections known to have
L4.	Dimensions (In feet for historic		
	and meters for prehistoric):	L4e. Sketch of Cross-section (include scale)	Facing:
	 a. Top Width: n/a b. Bottom Width: n/a c. Height or Depth: n/a d. Length of Segment: 6280 ft 		
	u. Deligin of Sogment		

- L6. Setting (Describe natural features, landscape characteristics, slope, etc. as appropriate): flat, agricultural land
- L7. Integrity Considerations: Although other portions of the zanja are maintained and remain in use, this portion has been abandoned. Portions have been graded into yards and groves in the area.

L8a.	Photograph, map, or drawing	
	SEE PAGE 8 FOR MAP	

L8b. Description of Photo, Map, or Drawing (view, scale, etc.): no photographs taken (see map on page 8)

L9. Remarks: none

L10. Form Prepared By:

Karen K. Swope

Project #: UCRARU #1259

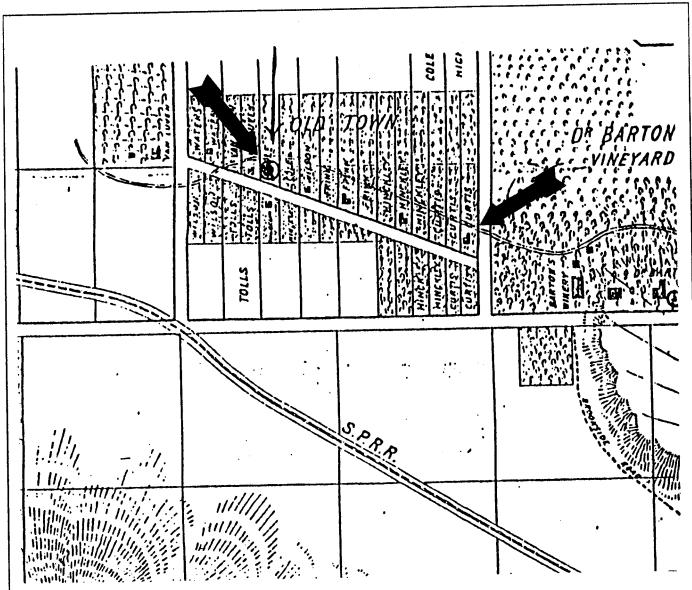
L.11. Date: 30 June 1996

Primary #:

Trinomial: CA-SBR-8092H

Page <u>8</u> of <u>11</u>

*Resource Name or #: Mill Creek Zanja



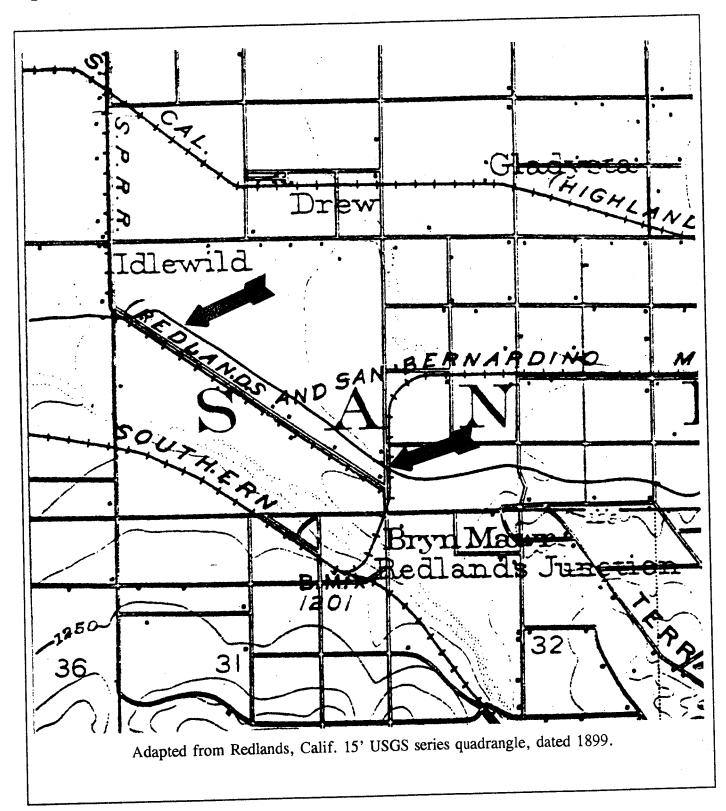
Adapted from map entitled
"Portion of Map of Redlands and Brookside, circa 1885",
drawn by W. P. Cave, on file at San Bernardino County Archaeological Information Center.

Primary #:

Trinomial: CA-SBR-8092H

Page 9 of 11

*Resource Name or #: Mill Creek Zanja



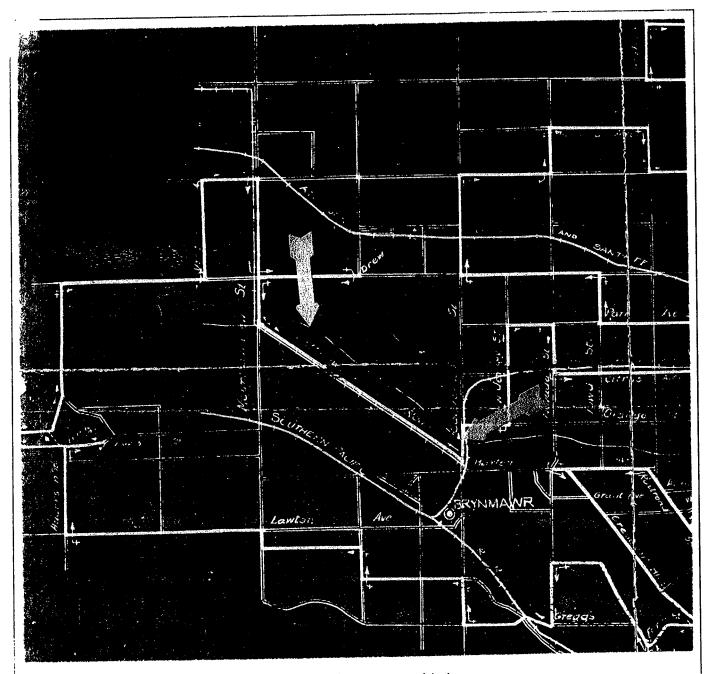
Archaeological Research Unit, U C Riverside

Primary #:

Trinomial: CA-SBR-8092H

Page <u>10</u> of <u>11</u>

*Resource Name or #: Mill Creek Zanja



Adapted from map entitled
"Map of Redlands, San Bernardino Co., Cal. and Vicinity,
Showing Rural Delivery Routes, Nos. 1-2, 1909."
On file at California Room, Norman C. Feldheym Public Library, San Bernardino.

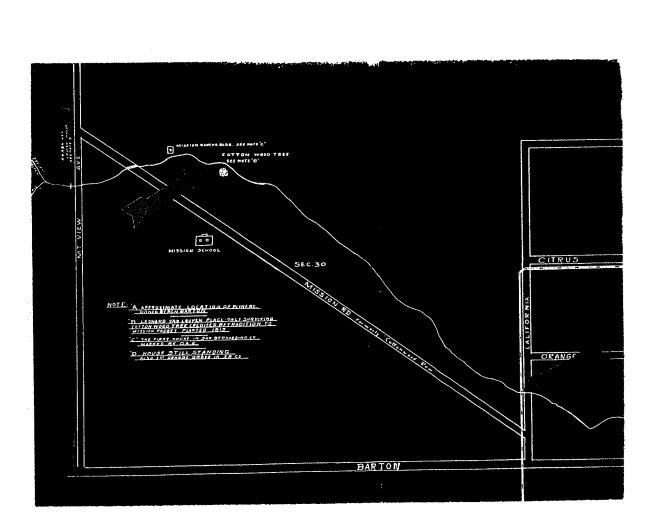
Archaeological Research Unit, U C Riverside

Primary #:

Trinomial: CA-SBR-8092H

Page 11 of 11

*Resource Name or #: Mill Creek Zanja



Adapted from map entitled
"History of the Mill Creek Zanja: 1819-1937,"
by Josephine R. Rumble, dated 1937.
On file at A.K. Smiley Public Library, Redlands.

NRHP-L-19-329 CHL-43

ARCHAEOLOGICAL SITE RECORD

PERMANENT TRINOMIAL: CA-SBR-8092H

TEMPORARY NUMBER: Zanja-1 PAGE: 1 OF 4 DATE OF ORIGINAL RECORD: N/A AGENCY DESIGNATION: PSBR-7H
PRIMARY # P36-0080 &

DATE OF THIS FORM: 4/20/95

1. COUNTY: San Bernardino REVISED: 1988 7.5' 1967 2. USGS QUAD: Redlands

487700 m Easting; 3768400 m Northing 3. UTM COORDINATES: ZONE 11

SWISE LINE OF NW14 S. 30 RANGE 2W, NOT SECTIONED BASE MER. SBM S. 30 4. TOWNSHIP 1S mm E 448 mm S

5. MAP COORDINATES: 310 6. ELEVATION: 1640 ft.

7. LOCATION: From east bound Highway 10 exit at Orange Avenue and follow north to Colton Avenue. Turn right at Colton Avenue and proceed east, approximately 2.8 miles, to Opal Avenue. Turn right at Opal and follow south 0.3 mile to a concrete culvert. The Zanja crosses Opal Avenue, and the Inland Feeder Project alignment, at this point.

PROTOHISTORIC HISTORIC X 8. PREHISTORIC

- 9. SITE DESCRIPTION: Earthen ditch/canal. At this location the Zanja is represented as a flat bottomed, slope sided, earthen ditch that is spanned by a concrete bridge/culvert. The canal is approximately 7 m wide at the top, 3 m at the base, and is 2 m deep.
- 10. AREA: NA m (length) x NA m (width); Method: The total area of the site is unknown. The Zanja extends to the east and west of this location, and is depicted on USGS quadrangles.
- METHOD: Tape. This dimension represents 11. DEPTH: 2 m the interior depth of the construct.
- 12. FEATURES: Formed and poured concrete bridge/culvert bearing no marking relative to time of construction.
- 13. ARTIFACTS: None observed.
- 14. NON-ARTIFACTUAL CONSTITUENTS: East of the culvert poplar and eucalyptus trees line the north side of the Zanja. Citrus orchards lie to the south.
- 15. DATE OF ORIGINAL RECORD: N/A DATE OF THIS FORM: 4/20/95
- 16. RECORDED BY: James J. Schmidt
- 17. AFFILIATION: Greenwood and Associates, 725 Jacon Way, Pacific Palisades, CA 90272, (310) 454-3091

1-v --- 10 3/95

ARCHAEOLOGICAL SITE RECORD

PAGE: 2 OF 4

PERMANENT TRINOMIAL: SBR -8092 H

DATE OF THIS FORM: 4/20/95 AGENCY DESIGNATION: PSBR-7H, CHL-43

PRIMARY #736-008092

18. HUMAN REMAINS: None observed

- 19. SITE INTEGRITY: The Zanja appears largely intact. Opal Street crosses the alignment at the bridge/culvert, and the Flood Control District has created an improved road surface along the north side, west of that structure.
- 20. NEAREST WATER: Water is flowing in the Zanja.
- 21. VEGETATION COMMUNITY (SITE VICINITY): Surrounding area planted to citrus.
- 22. VEGETATION COMMUNITY (ON SITE): Ruderal.

REFERENCES FOR ABOVE: Holland and Keil 1989.

- 23. SITE SOIL: Light brown silt sand.
- 24. SURROUNDING SOIL: Same as 23.
- 25. GEOLOGY: Alluvium.
- 26. LANDFORM: Alluvial fan.
- 27. SLOPE: 2% west 28. EXPOSURE: Open
- 29. LANDOWNERS(S), (TENANTS), ADDRESS: Unknown.
- 30. REMARKS: Zanja was reportedly constructed employing native labor to supply irrigation water to San Bernardino.
- 31. REFERENCES:
- 32. NAME OF PROJECT: MWD Inland Feeder Cultural Resource Investigations.
- 33. TYPE OF INVESTIGATION: Field examination of geotechnical test bore locations.
- 35. SITE ACCESSION NO.:

CURATED AT:

36. PHOTOS: Overviews TAKEN BY: James J. Schmidt

37. PHOTO ACCESSION NO. N/A ON FILE AT: Greenwood and Associates

ARCHAEOLOGICAL SITE LOCATION MAP

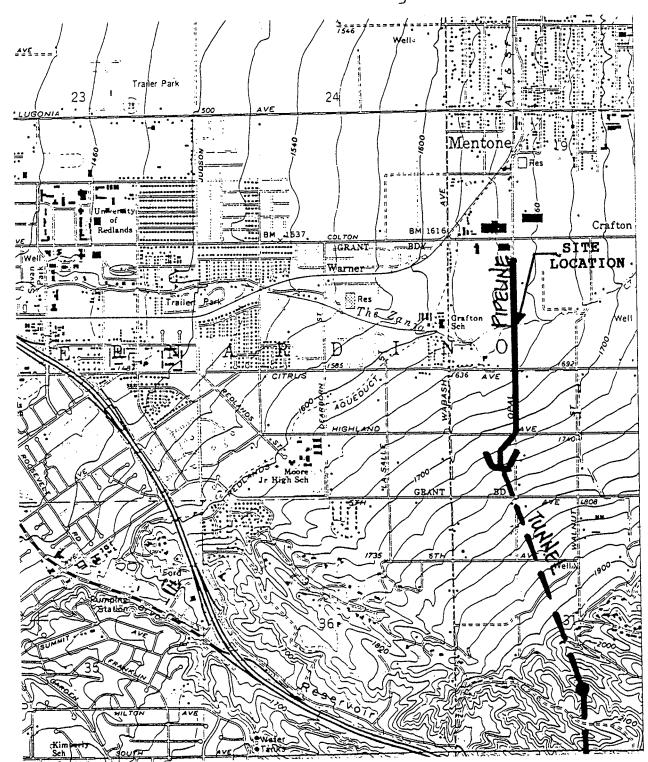
PAGE:3 OF 4

PERMANENT TRINOMIAL: CA-SER-8092H

DATE OF ORIGINAL RECORD: N/A

TEMPORARY NUMBER: Zanja-1

DATE OF THIS FORM: 4/20/95 AGENCY DESIGNATION: CHL-43, PSBR-7H U.S.G.S. 7.5' QUADRANGLE: Redlands PRIMARY # P36-008092



ARCHAEOLOGICAL SITE MAP

PAGE: 4 OF 4

PERMANENT TRINOMIAL: SBR-8092H

Not to Scale

DATE OF ORIGINAL RECORD: N/A

DATE OF THIS FORM: 4/20/95

feste in seters

Cross section of zanja

TEMPORARY NUMBER: Zanja-1
AGENCY DESIGNATION: CHC-43 PSBR-7H
PRIMARY & P36-008090

Citrus orchard Housing Tract Citrus orchard Citrus orchard KEY: Zan ja Concrete culvert Flood Control access road (dirt) Tree

State of California - The Resources Agency Department of Parks and Recreation ARCHAEOLOGICAL SITE RECORD UPDATE

Page 1 of 9

Permanent Trinomial: (A SBR-80974

Temporary Number: Mill Creek Zanja

Other Designations: NRHP-L-77-329 /CHL -43 / PS6-0080 93 PSBR-7H

NRHP-L-77-329

1. County: San Bernardino

2. USGS Quad: Redlands\Yucaipa (7.5') 1967\1967 (15') Photorevised: 1980\1973

3. UTM Coordinates: A. 488260 m Easting A. 3768600 m Northing (Redlands Quad.)
B. 488360 m Easting B. 3768540 m Northing (Redlands Quad.)

C. 488460 m Easting C. 3768720 m Northing (Yucaipa Quad.)

4. Township 1S Range 2W; UNSECTIONED Base Mer. SBR

5. Map Coordinates: A. 308 mmS A. 471 mmE (Redlands Quad.) (from NW corner of map)

B. 301 mmS
B. 476 mmE (Redlands Quad.)
C. 296 mmS
C. 1 mmE (Yucaipa Quad.)

6. Elevation: 1700-1710 ft amsl

7. Location: The section of the zanja described in this site record lies to the west and southwest of King Street, 660 feet south of the intersection of King Street and Colton Avenue. From Redlands, take Colton Avenue to King Street. Turn south on King Street and go 660 feet to culvert. The zanja runs east-west from culvert.

8. Prehistoric Historic X Protohistoric 9. Site Description: This site record pertains to the portion of the Mill Creek Zanja west of King Street. The zanja and associated features extending from King Street to 5560 feet west of King Street were documented during the course of fieldwork. See original NRHP form for history and other data on the zanja.

10. Area: 170 m (length) x = 3 m (width); 510 m^2 .

Method of Determination: Surface expression.

11. Depth: 122 cm. Method of Determination: Measurement of surface expression.

- 12. Features: A diversion structure, two side channels, and reinforced creek banks. (See attached sheets)
- 13. Artifacts: None observed. Modern dumping along zanja banks.
- 14. Non-Artifactual Constituents and Faunal Remains: Oak and sycamore trees and exotic vegetation along banks of zanja. Dirt road adjacent to zanja.
- 15. Date Recorded: 10/15/94

 16. Recorded By: A. George Toren
- 17. Affiliation and Address: Greenwood and Associates, 725 Jacon Way, Pacific Palisades, California 90272 (310) 454-3091.
- 18. Human Remains: None observed.
- 19. Site Disturbances: Erosion along banks and dumping of trash along banks. Historic improvements have modified original channel.
- 20. Nearest Water (type, distance and direction): Within zanja channel.
- 21. Vegetation Community (site vicinity): Citrus orchards on north and south sides of creek.

106 0000000/93

State of California - The Resources Agency Department of Parks and Recreation ARCHAEOLOGICAL SITE RECORD UPDATE 77-329 Permanent Trinomial: SBR-809A4 Temporary Number: Mill Creek Zanja

Other Designations: NRHP-L- 77-329

CHL-43/PSBR-7H

Page 2 of 9

P36-008092

- 21. Vegetation Community (site vicinity): Citrus orchards on north and south sides of creek.
- 22. Vegetation (on site): Oak, sycamore and introduced shrubs along zanja banks.
- 23. Site Soil: Cobbles, gravel and sand in channel; cobble and earthen banks.
- 24. Surrounding Soil: Sandy silt.
- 25. Geology: Alluvial derived soils with granite cobble stratum.
- 26. Landform: Alluvial outwash plane of Crafton Hills.
- 27. Slope: 4-5% to west-southwest 28. Exposure: Open.
- 29. Landowner(s) (and/or tenants) and Address: North half: RedlandsUnified School District. South half: Wesson family.
- 30. Remarks: This record describes a small segment of the zanja.
- 31. References:
- 32. Name of Project: Redlands Highschool No. 2.
- 33. Type of Investigation: Phase I, Phase II, and monitoring.
- 34. Site Accession Number: Curated At:
- 35. Photos: A. George Toren of Greenwood and Associates.

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State of California - The Resources Agency Department of Parks and Recreation ARCHAEOLOGICAL SITE RECORD UPDATE 77-329

Page 3 of 9

Permanent Trinomial: SBR-809314 Temporary Number: Mill Creek Zanja

Other Designations: NRHP-L-77-329/ CAL-43/PSBR-7N

P36-008092

The Mill Creek Zanja runs along the southern property boundary starting at a concrete box culvert at King Street and running 590 feet west and southwest before entering into adjacent property to the south. A 100 feet section of the zanja again runs adjacent to the subject property near the center of the southern boundary.

The Zanja, adjacent to the project area, consists of an open ditch ranging from five to eight feet in width, and from 2.5 to 4 feet in depth. Stonework along the channel consists of a mortar and cobble diversion structure 17.2 feet down stream (west) from the King Street culvert, and segments of dry-laid cobble walls at significant bends in the channel.

Constructed of stone and cement mortar, the diversion structure runs 11 feet along the north side and 20 feet along the south side of the Zanja channel. The structure diverts water into a channel running south from the Zanja. The structure has 30 inch high vertical walls and a level mortar and cobble floor. Stonework narrows the eight foot wide Zanja channel to 5.5 feet at the diversion. Six inch wide slots on either side and a metal flange across the bottom, for a now absent gate, divert water from the Zanja into a channel.

The diversion channel runs south, perpendicular to the Zanja. This channel measures 46 inches wide and 30 inches deep with perpendicular cobble and mortar walls and level floor. Because most of the channel is presently filled with dirt, the channel depth away from the Zanja cannot be measured. A 2.75 inch slot is present on each side of the channel to facilitate another gate. The diversion channel runs 21 feet south from the Zanja, toward an existing orchard, before being obscured by earth and vegetation.

To the east, upstream from the diversion structure, the Zanja has earthen banks to the King Street culvert. Downstream, the Zanja banks are lined with dry laid cobbles to the first major bend to the southwest, 50 feet west of the culvert.

Just to the upstream side of the of this bend a second side channel is present on the south side bank of the Zanja. This second channel is 29.5 feet downstream (west) of the diversion structure. The structure leads in the direction of a small, concrete lined, reservoir located outside of the project area. This second channel is constructed similarly, and measures approximately the same as the first channel, but accurate measurements could not be taken without trespassing on the neighboring property. The Zanja end of the channel is damaged, probably through erosion, and the channel bottom is obscured by stones and cobbles. One slot for a slide gate was noted at the intersection with the Zanja, but the opposite wall is missing. Two small partition walls are found within this channel, one having a half circle opening and the second showing support for a slide gate similar to those found in the irrigation junction

MOG UUSUTA 3/95

State of California - The Resources Agency Department of Parks and Recreation ARCHAEOLOGICAL SITE RECORD UPDATE

77-329

Permanent Trinomial: BBR-80921N Temporary Number: Mill Creek Zanja

Other Designations: NRHP-L-77-329/

Cm-43/PSER-7H

P36-008092

Page 4 of 9

At this location, the Zanja is lined with dry-laid cobbles and shows no evidence of a second diversion structure. The cobblework on the south bank disappears to the west, or downstream, side of this second channel, but continues forty feet past the bend on the north side. At this point the Zanja reverts to earthen banks.

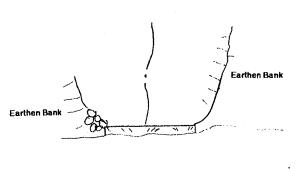
Other bank modifications are found below the concrete spillway of Here, for a length of the small reservoir mentioned above. approximately 75 feet, the banks of the Zanja have been reinforced with metal plates held in place with segments of pipe driven into the channel bottom. The metal plates are formed from what appear to be flattened smudge pot chimneys. Both sides of the Zanja have been reinforced in such a fashion. This reinforcement wall is from 1.5 to 2 feet tall along a three feet high bank. accumulations and/or bank reinforcement an earthen is yard/orchard waste.

Yard waste and tree trimmings have been dumped along the northern bank of the Zanja in the vicinity of the metal reinforcements. Tires, a couch, cans, shoes, a flat bed of a truck, a mattress and other modern debris is present along the Zanja bank in an area from 200 to 450 feet west of King Street.

THe Zanja snakes back toward the project area's southern boundary approximately 700 feet west of Walnut Avenue. The Zanja then bends away again to the south. Here, there is a segment of mortared cobble wall along the northern bank, but the rest of the visible bank is earthen lined. The southern bank is obscured by a dense growth of vegetation.

Permanent Trinomial: 881-8093H State of California - The Resources Agency DEPARTMENT OF PARKS AND RECREATION FEATURE RECORD Mill Creek Zanja P36-008092 Page _ 5 of _ 9 . Type of Feature: Culvert KING STREET CULVERT KING STREET Shoulder 10in Thick Concrete **Dry Laid Stone** 6in Thick Concrete 5.5ft --->

WEST PROFILE



Dirt Shoulder

/// \W /// \W

KING STREET

PLAN VIEW

State of California - The Resources Agency		JBP-808911	5,95
DEPARTMENT OF PARKS AND RECREATION	Permanent Trinomial:	,	Ma. Yr.
FEATURE RECORD	Other Designations:	Mill Creek Zanja/04) RHP- L- 17-329/	95BR-7H
Page 6 of 9.	^		
rage0_ 0		736-00 8092	
Type of Feature: Zanja Modifications			:
DIVERSION CHANNEL	1	SECOND DIVERS	ION CHANNEL AT ZANJ
		·1	:
East Wall		•	;
		J 1	!
CROSS SECTION Botts	Slide Gate		
	(Tree)	Essent OOO	
Semicil	rcular	itte.	•
Loose Stone		, state	
Slot for Gate	28	. 300 300	
monos so so so opar in inglice		00	
Broken Ends			
Zanja Channel		,	
	2000		
Standpipe Semicin Openin Slot forGate Broken Ends Tree	0000		:
Tree			
	PLAN VIEW		
	•		
BANK REINFORCEMENT BELOW RESERVOIR		•	
BANKHEIM STOPING			
		Control of the Contro	
Earthen Bank	Pipes		
1 the bright	Fla (Po	ttened Metal Pipe ossible Smudge Pot Chimnies)	
	L. T.	ossible amunger of Omminios,	
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PROFILE			
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Permanent Trinomial: SBR-8093N State of California - The Resources Agency Other Designations: Mill Creek Zanja | NCHD-L-77-33,

CHI-43 | PSBR-718 DEPARTMENT OF PARKS AND RECREATION FEATURE RECORD P36-008092 Page 7 of 9. Type of Feature: Creek Diversion Structure King Street Culvert Earthen Bank Oak Tree Earthen Bank Concrete and Cobble Bottom 2 3/4 x 1 1/2in Slots for Gate Diversion Channel (Dirt Filled, 30in Deep 6 x 3 1/2in Slot for Gate. Metal Flange for Gate Mortared Cobble Bottom Dry Laid Cobble Bank Dry Laid Stone Bank Mortared Cobble Bank

State of California – The Resources Agency DEPARTMENT OF PARKS AND RECREATION 3BR-8092N Permanent Trinomial: CHC -Mill Creek Zanja FEATURE RECORD Other Designations: NRHP-L-77-329/ PSBR Page 8 of ___ Type of Feature: Site Map z + KING STREET Stone Lined Bank Earthen Bank **Dry Laid Stone** Large Tree 888 Dirt Road Orchard (Area Now Under Construction)

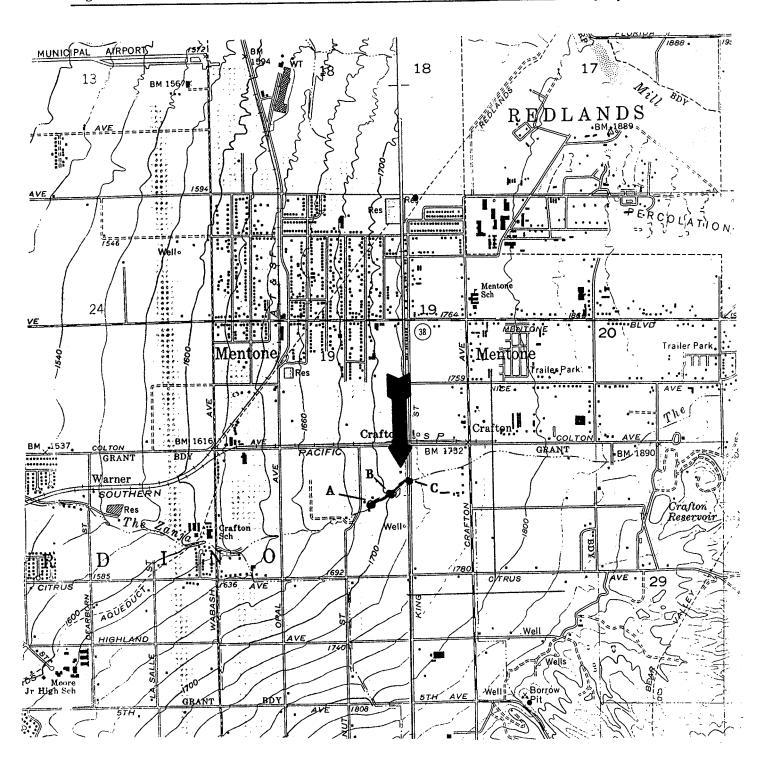
State of California - The Resources Agency Department of Parks and Recreation ARCHAEOLOGICAL SITE RECORD UPDATE Permanent Trinomial: SBR-809 JH Temporary Number: Mill Creek Zanja

Other Designations: NRHP-L-77-329 /C#1-43/

PSBR. 718

P36-008092

Page 9 of 9



PSBR-7-H

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION

HISTORIC RESOURCES INVENTORY

1.	County	San	Eern	ardino

Site CA SOR-	8092N
DZ (State	Use Only)

2	Common Name THE ZANJA	P36-00-8092
2.	It may be traced from Will Creek Canyon through R	edlands to the Old
3.	Location San Bernardino or Mission District. It may be seen Park in the city of Redlands.	
4.	10711	7
5.	Status: Occupied Preservation Work in Progress	
6.	Accessible to Public: Yes, Restricted Yes, Unrestricted X Not Accessible to Public	
7.	Owner of Property: Name Address City State Zip Phone	
	City State Zip Phone	
8.	Approximate Acreage or Approximate Lot Size	
9.	Representation in existing historic or prehistoric survey (see instructions): Yes X No	Unknown
10.	Depository for Records: Name City State	Unknown
11.	Representation on current Historic Landmark Registery programs: Yes K No U Which Program California State Historical Landmark (No. 43	nknown
12.	Description (multiple choice): Altered Unaltered Condition Excellent Good _X Deteriorated Ruins Unexposed (archeological site)	Fair
13.	Briefly describe the present and original physical appearance of site or structure and note any major The Zanja is considered to be San Bernardino County of	
	irrigation ditch". It was completed in 1820. Originally water from Fill Creek Canyon to the Guachama Indian random	cheria and Lission
	Rancho on Lissian Road. Today, an astute observer may to from Mill Creek Canyon through Redlands to the flat reg	
14	wood Row in the Cld San Bernarding or Fission District. comblestone lining may be seen today. Event of Historical Importance: None Local X State X National Unknown (see instructions for architectural exceptions): The Zanja was constructed probably Cahuilla Indian labor under the supervision of	Some of its
17.	(see instructions for architectural exceptions): The Zanja was constructed	by Serrano and
	Work was completed in 1820. The cooblestone irrigation	ditch was
	engineered by the Franciscan fathers of Mission San Ga	oriel.
15.	Person of historical importance: Name Pedro Alvarez. Carlos Garcia. Local StateX	
	Local State Hattonat Oliknown None	
16.	Statement of Significance: With the completion of the irrigation san Bernardino Valley could be opened up to important a	system, the
	pursuits. As early as 1820, an irrigation ditch was com	pleted for the
	purpose of developing the San Bernardino Valley's agricu	
	potential. The Zanja represents a tribute to such early	
	a reminder that the people of many cultures have contributed and development of what is known as San Bernarding Countributed and the contributed are supported by the contributed and the contributed are supported by the contributed by the	buted to the over-
17.	all development of what is known as San Bernardino Count Documents and Books (bibliography): "San Bernardino County Registere Historical Landmarks", San Bernardino County Museum As	d State
	Quarterly (Vol. XVII: 1), San Bernardino County Museum	File: "The
	Zanja", Century Annals Of San Bernardino County (p. 83).
18.	Photographs of site or structure: Yes No Y (see instructions)	,
	ALD PATE	•

NO DATE

· · · · · ·		P36-008692
19. Sketch map:		•
In the space below, draw a sketc and show the distance from the	h map showing the location of the site or structure being invenearest major intersection. Add an arrow to show north on	
CITY OF REDLANDS		4.
Portion of the Zan	ja as indicated by	
AAA Street Map of R	coltands	स् स
	HIGH SYLVAN BLVO 13	Lin cc.ld
N G	ERSITY ST.	
	CONK	11 11
LEGEND		
SYLVAN PARK AT CHAPEL ST.		
	•	•
20. Form prepared by: Name Dr City Bloomington,	Phone 877-2272 Organization San Berna	nge Ave. rdino County Museum
THE FOLLOWING (21-26) ARE FOR	STRUCTURES ONLY.	
21. Date of ConstructionArchitect	Factual Estimated Unknown Unknown Builder	Unknown
22. Basic historic use of structure (se	ee instructions):	

Yes ____ No ____

Unknown ____

26. Area of structure at ground level: Width_____ Length ____

Present Environment and Threat of Destruction (see instructions)

Unknown____

Unknown

Basic present use of structure (see instructions):_

Is structure on original site?

Secure ____ Threatened ____

24.

94

WATER FACILITIES, SANTA ANA RIVER BASIN, CALIF., 1810-1968 SBR-8097H

P36-008092

Diversions from Other Santa Ana River Tributaries

Upstream from Cucamonga Creek

Mill Creek Zanja

The beginnings of the Mill Creek zanja (irrigation ditch) go back to the Spanish-mission period of California history. After the establishment of the San Gabriel Mission in 1771, representatives of the mission were sent to the surrounding area to visit the Indian settlements. Father Dumetz was sent to the San Bernardino Valley in May 1810. He found an Indian settlement along the north side of the Santa Ana River, probably south of present-day Colton Avenue, between E Street and Mount Vernon Avenue. At that site he established the mission station of Politana (fig. 11). The mission station had a short and unhappy history. A major earthquake in 1812 destroyed most of the Indian shelters and mission buildings. That disaster was followed by a raid by desert Indians who massacred most of the local Indians and destroyed the remaining buildings. As a result, the fathers of the San Gabriel Mission lost interest in the Indian settlements in the San Bernardino Valley (Caballeria, 1892, p. 39).

The Guachama Indians living in the San Bernardino Valley visited the San Gabriel Mission in the years following the destruction of the Politana settlement. They observed the prosperity surrounding the mission and in 1819 requested the reestablishment of a mission in the San Bernardino Valley to give them instruction in agriculture and stock raising. The request was granted by the head of the mission, and Pedro Alvarez was sent from San Gabriel to establish the San Gabriel Mission Asistencia, southwest of Redlands (fig. 11). He built a chapel and began work on a ditch to bring water from Mill Creek to the mission grounds.

Construction of the Mill Creek zanja (fig. 37) was begun in 1819, and the First diversion was made in time for the spring planting in 1820. The diversion from Mill Creek was made at about the present site of the Southern Cilifornia Edison Co.'s powerhouse No. 1 (fig. 11). A dam was built across Mill Creek and water was diverted from the left bank into a very crude ditch tiat was hand dug by the Guachama Indians. According to legend (Beattie, 1)51, p. 42), the Indians used the shoulder blades of cattle as digging tools and carried the dirt in baskets to build up the banks of the ditch. The ditch followed along natural depressions or shallow existing channels wherever possible. Crossings over washes were made by damming the wash downstream from the ditch line to create a pond, through which the diverted water continued to the next reach of ditch. Depressions along the ditch route likewise acted as ronds through which the diverted water passed.

DIVERSIONS OF TRIBUTARIES UPSTREAM FROM CUCAMONGA CREEK

P36-008096

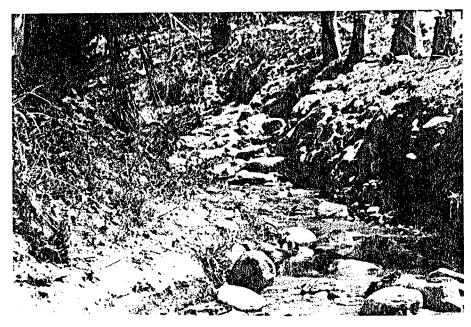


FIGURE 37. -- Mill Creek zanja, east of Opal Street, Mentone; used for water supply from 1820 to about 1926, but now used mainly as a storm drain.

The location of the zanja is shown in figures 10 and 11. The original ditch (fig. 10) continued past the present asistencia along Mission Road, then called Cottonwood Row, as far as the residence of the overseer and the storehouse. The site of that terminus is now indicated by a historical marker on the north side of the road, about 0.4 mile southeast of Mountain View Avenue. Later, the ditch was extended northwest along Cottonwood Row to Mountain View Avenue, then west to San Timoteo Wash.

The word "zanja," Spanish for irrigation ditch, is not being used here as an affectation. That designation by the early builders of the ditch indicated that the ditch was not a natural channel leading from Mill Creek. That point later became a court issue in the establishment of water rights to the flow through the zanja.

The San Gabriel Mission Asistencia flourished during its early years. After the separation of Mexico from Spain in 1821 and the decree of secularization in 1834 (p. 9), the Mexican Government encouraged the settlement of former church property by Mexican colonies. Several members of the Lugo family, under the direction of José del Carmen Lugo, moved into the valley in 1839 and established a colony in San Bernardino, colonization being a requirement for obtaining a government land grant (Beattie, 1951, p. 44). The Lugos moved into the buildings of the San Gabriel Mission Asistencia that had been vacated by the mission people and continued the farming activities, using water from the zanja. After petitioning the Mexican governor, Lugo received a grant to the San Bernardino Rancho (fig. 3) in 1842. The grant included the lower part of the zanja, but it is questionable whether rights to Mill Creek water were specified. Although Lugo irrigated some land near his residence, his main activity was raising cattle.

José Bermudez and his wife, Maria Armenta, worked for José Lugo when they lived on the Rancho del Lugo, near the present town of Compton. When Lugo moved to the San Bernardino Rancho, Bermudez and his wife also moved and settled at the mouth of Reservoir Canyon, probably between present-day Palm and Highland Avenues, northeast of Roosevelt Road (fig. 10). To irrigate his crops of corn, grain, and grapes, Bermudez dug a connecting ditch to the zanja some time prior to 1841--probably in 1839. The point of diversion from the zanja was a short distance west of Wabash Avenue, and the connecting ditch followed a course now used by the Redlands Canal to Redlands Street--not to be confused with Redlands Avenue, a mile to the west. From Redlands Street the connecting ditch turned west for about half a mile. The ditch became known as the Maria Armenta ditch. The period of its use is not known, but by 1844 Bermudez and his wife had moved to San Timoteo Canyon (Beattie and Beattie, 1939, p. 44-67), where they played a part in the history of the lower Yucaipa ditch (p. 102).

After the annexation of California by the United States in 1848,
Americans began to move to California--some of them into the San Bernardino
Valley. When a group of Mormon settlers under the leadership of Lyman and
Rich offered to buy the San Bernardino Rancho in 1851, Lugo sold it to them
(p. 9) and moved to Los Angeles. The Mormons began to farm that part of the
rancho north of the Santa Ana River. In 1852 another group of Mormons under
Bishop Tenney settled south of the river (p. 12) on the part of the rancho
formerly occupied by the Lugos. During their first few years there, they
probably used only a small quantity of water from the zanja to irrigate their
orchards and vineyards, because those years were unusually wet ones--the grain
crop probably required no irrigation.

In Bishop Tenney's settlement, which became known as Old San Bernardino, lived a non-Mormon, Lewis F. Cram, and his two brothers. They were given permission to farm the land and use water from the zanja in return for their labor in improving the ditch. In 1857 the head of the Mormon Church in Salt Lake City called the Mormons in the San Bernardino Valley back to Utah. Many responded and sold their property, which they had originally purchased from Lyman and Rich. Early in 1858 Lyman and Rich sold the remaining part of the rancho to four individuals: Conn, Carpenter, Willis, and Crafts (Beattie, 1951, p. 48). Conn's purchase was the 320 acres of land along the zanja, on which the Crams had built a house and did their farming. The Crams in turn sold their house and their right to use zanja water to Carpenter. This may have been the first sale of a water right separate from the land. Carpenter then purchased from Conn the 320 acres formerly occupied by the Crams. That eliminated Conn from the picture. Willis' purchase of 160 acres adjoined Carpenter's property on the west; Crafts' purchase of 466 acres adjoined Carpenter's property on the east. All this property was served by the zanja.

During that period much of the land in Old San Bernardino was sold to non-Mormons, but the deeds made no mention of water rights. That was also true of the deed transferring Conn's land to Carpenter. The adjoining properties of Carpenter, Willis, and Crafts, which were near Crafton, became known at this time as the Upper Settlement, as distinguished from the area near the asistencia which became known as the Lower Settlement.

Although the Lower Settlement denied the Crafts and Willis right to zanja water, the county water commissioners, in 1859, approved, in writing, an allotment of water for the Carpenter ranch for the irrigation of 135 acres. That allotment was for 75, 35, and 25 acres that Carpenter, Crafts, and Willis, respectively, proposed to irrigate that year. The written ruling of approval by the commissioners was possibly the only one written prior to 1864, after which time written rulings were made a requirement (Beattie, 1951, p. 49).

In 1861 an arrangement, if not a completely signed agreement, concerning water use became effective. The Lower Settlement acknowledged the right of the Upper Settlement to some water and proposed that Carpenter draw as much zanja water as needed by the Upper Settlement, but only between the hours of 3 p.m. and 9 p.m. (Beattie, 1951, p. 50). An agreement to that effect was drawn up; it was signed by water users in the Lower Settlement but not by Carpenter. However, Carpenter and the others complied with the terms of the agreement. What made the arrangement mutually satisfactory was the fact that the zanja between the two settlements was of such length that water released from the Upper Settlement at 9 p.m. would not reach the Lower Settlement before daylight, and thus neither settlement had to resort to night irrigation to keep from interfering with the other's use of water.

To this agreement another feature was added some time prior to 1864 (Beattie, 1951, p. 51); the water users in the Upper Settlement would maintain the ditch from its head to the lower end of the Willis property, and the Lower Settlement would maintain the ditch from there to its lower end. The only exception to this plan would occur when a major flood shut off water from all the users.

Myron Crafts, one of the three land owners in the Upper Settlement, was an aggressive individual who expanded his agricultural activities. He therefore required more water, which he proceeded to take from the zanja. Dr. Benjamin Barton and others in the Lower Settlement filed a suit in the district court against Crafts and Willis in September 1864. Barton's claim was that Crafts and Willis had no right to Mill Creek water and that they should be restrained from using it. The court ruling restricted Crafts' and Willis' use of the zanja water to the hours of 3 p.m. to 9 p.m. This was a recognition of the Carpenter agreement of 1861, which had been in practice since that date. After this ruling the water commission issued an order in 1867 giving Crafts all the water in the zanja every 6 days (sixth day?) between 3 p.m. and 9 p.m. That was the first recognition of Crafts' right by the commission (Beattie, 1951, p. 52).

Several more water suits were filed in court, all concerned with the zanja water rights, and Crafts was involved in most of them. In one suit Crafts claimed that the zanja was a natural stream. Because he owned land through which the zanja flowed, Crafts claimed the riparian right to one-half the water, which he proceeded to use regardless of time of day. This suit was carried to the State Supreme Court and the final decision, rendered in July 1878, affirmed that the zanja was not a natural channel of Mill Creek. This ruling destroyed any claim to riparian rights in the zanja (Beattie, 1951, p. 54). The decision so clearly defined the rights of the various persons involved with zanja water that very little litigation concerning zanja water rights has arisen since 1878.

A major change occurred in the operation of the Mill Creek zanja in the 1880's. For the 60 years of its history prior to 1880, the zanja had been a very crude ditch, easily destroyed, and subject to excessive seepage losses. During those first 60 years, only minor improvements had been made to the ditch. Furthermore the limiting of irrigation to daylight hours was wasteful of water that ran continuously through the ditch. In the 1880's the garden and field crops that formerly were irrigated were being replaced by orchards that required longer and more frequent irrigation. The agreement of 1861 giving Carpenter and others the right to use all the water from 3 p.m. to 9 p.m., and later the use of water every sixth day, could not be adapted to the development of citrus orchards (Beattie, 1951, p. 55).

At the time of this change in cropping pattern, Crafts' use of zanja water was restricted to short irrigation runs several days apart, and he found the restriction unsuitable to his needs. In 1882 he organized the Crafton Land and Water Co. and built a small reservoir (forerunner of the present Crafton Reservoir) above the Crafton subdivision. He stored water from his short runs in this reservoir and used the water when required by his crops (Beattie, 1951, p. 56). This improved his system of irrigating, and the water conserved enabled him to expand his developments.

The first major improvement of the zanja--one that was short-lived--was the construction of a stone-paved ditch from the mouth of the canyon to the zanja intake. Its purpose was to bypass an upstream stretch of creek channel in which seepage losses were heavy. In 1885, 325 acres of land were purchased along the proposed ditch alinement and construction of the ditch started. The completed ditch (not shown on map) was used until its destruction in the early summer of 1886 (Beattie, 1951, p. 56).

The next major improvement to the irrigation system followed the formation of the Crafton Water Co., successor to the Crafton Land and Water Co. The new company was organized and incorporated in 1886 by the owners of rights to zanja water in the Upper Settlement (Beattie, 1951, p. 56). Each owner transferred his right in the zanja flow to the company at the rate of 1 hour of flow every 10 days for 17 shares of Crafton Water Co. stock. The company purchased the Crafton Reservoir (figs. 10 and 11) and enlarged its capacity to 68 acre-feet. The company also paved parts of the zanja from the intake to the point of diversion to the Crafton Reservoir.

An event of historic interest, although not of great significance, was the installation of a water wheel in the zanja by A. A. Osbun, in 1889 (fig. 38), to drive an electric generator. The generator furnished power for shops and for the motor depot in Redlands. The installation was badly damaged by a subsequent flood and, although the water wheel was restored, the generator was never put back in service because of the damage it sustained and because of diminishing flow in the zanja. In 1968 the city of Redlands decided to keep the water wheel in the improved section of the zanja beneath the corner of Orange Street and Redlands Boulevard—the zanja is now used as a storm drain.

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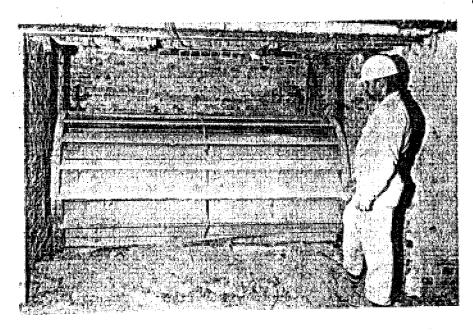


FIGURE 38.--Water wheel built in the Mill Creek zanja by A. A. Osbun in 1889. (Courtesy of Redlands Daily Facts.)

Our earlier discussion of the Bear Valley Land and Water Co. (p. 27-32) told of the building of an aqueduct from the zanja to Moreno Valley (fig. 11) about 1890 (p. 31-32). Water from the zanja was diverted into the aqueduct for use in Moreno Valley, and an equivalent quantity was released to the zanja at the Redlands Canal crossing. In 1892 the water users on the lower zanja filed a protest against the Bear Valley Irrigation Co., successor to the Bear Valley Land and Water Co., and the exchange was terminated. The interchange structures were still in existence in 1967 (oral commun., H. P. Hinckley, 1967). Water was furnished to users in Moreno Valley and Crafton on a rental basis during the dry years of 1898-1904 (Beattie, 1951, p. 57).

The next important development occurred in October 1892, when several influential citizens organized the Redlands Electric Light and Power Co. to develop hydroelectric power using Mill Creek water. The new company made an agreement with the owners of rights to zanja water, whereby the company would build a pipeline from the mouth of the canyon to a powerplant--powerhouse No. 1 (fig. 11)--a quarter of a mile upstream from the zanja intake. The pipeline and powerhouse were completed, and deliveries of power to Redlands began in September 1893. The transmission line was extended to Riverside in 1896 (Fowler, 1923, p. 606). The plant had the distinction of being the first polyphase alternating-current station in California and the second in the United States.

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The Redlands Electric Light and Power Co. began construction of powerhouse No. 2 and its penstock line in October 1898. The plant was completed in September 1899 and put into operation 2 months later (Fowler, 1923, p. 601). The intake to the penstock line is upstream from Mountain Home Creek. Soon after the completion of powerhouse No. 2, the Redlands Electric Light and Power Co. was purchased by the Edison Electric Co. of Los Angeles. The Edison Electric Co. started construction of powerhouse No. 3 and its penstock (fig. 11) in the autumn of 1889. Work progressed slowly and the plant was not completed until March 1903. The intake to the penstock of powerhouse No. 3 is downstream from the Fallsvale school. Powerhouses Nos. 2 and 3 are in a single building just downstream from the mouth of Mill Creek Canyon.

The Southern California Edison Co. took over the holdings of the Edison Electric Co. of Los Angeles on September 1, 1909, through a reorganization of the system (Fowler, 1923, p. 529). That company has operated the three powerplants continuously since that date.

Several wells were dug or drilled in Mill Creek Canyon; four of them were still operating in 1967 (oral commun., city of Redlands, 1967). Power to operate the wells is furnished by the Southern California Edison Co., and the pumped water is discharged into the penstock lines. This additional water not only increases the power output but also increases the water supply available to the zanja. The reduction of channel seepage losses by the delivery of water to powerhouse No. 1 through a pipeline also resulted in an increase in water in the zanja. That benefit to owners of the zanja proved to be a detriment to the Mentone Irrigation Co. which was organized in 1887 to develop a water supply below the zanja intake (Beattie, 1951, p. 58). The company's supply was obtained from two springs, a tunnel, a system of ditches, and later a well. The Mentone Irrigation Co. filed suit against the Redlands Electric Light and Power Co. and against the owners of the zanja, claiming that by confining Mill Creek water in a pipeline the company reduced the replenishment of the ground-water basin. The case was settled by court decree in 1903. That decree stated that owners of the zanja had a right to 2,500 miner's inches that antedated by many years the development of the Mentone Irrigation Co., and that the power development diverted the flow from the creek and returned it to the channel with no loss (Beattie, 1951, p. 59). A number of suits were filed in the next few years, but all were settled in favor of the owners of the zanja on the basis of their long continued use of the water.

During the dry years of 1898 and 1899 the Crafton Water Co., which owned water rights in the upper zanja (p. 98), proposed to drill wells in Mill Creek Canyon to supplement the flow in Mill Creek, but the owners of the lower zanja had no desire to share the expense (Beattie, 1951, p. 60). The Crafton Water Co. then decided on its own to drill one well near the mouth of the canyon and another at the junction of Mountain Home and Mill Creeks. The Redlands Electric Light and Power Co. furnished free power to pump the latter well because the water was pumped into the canal that supplied powerhouses Nos. 1 and 2, before the water reached the zanja heading. The Crafton Water Co. realized that its pumping was reducing the surface flow of Mill Creek. On the advice of its engineers, the company built flumes, starting at points

DIVERSIONS OF TRIBUTARIES UPSTREAM FROM CUCAMONGA CREEK 101 101 736-008092

1,200 feet upstream from each well, to divert the surface flow around the wells and back into the creek. It was hoped that this would negate the effect of pumping on the surface-water flow. The land owners along the lower zanja were not convinced, however, and successfully filed suit against the Crafton Water Co. to stop the pumping. The suit was settled in March 1906 with a decision by the court that the surface and subsurface water were one and the same; that because the subsurface water was a part of Mill Creek water, it could not be separated from the surface water; therefore, rights to the water belonged to all owners of the zanja. That suit generally settled the water rights of Mill Creek.

The channel losses in the zanja itself between the Crafton Water Co.'s intake and the Lower Settlement reduced the flow delivered to the lower part of the zanja, especially during dry years. Many users of water from the lower zanja drilled wells for their supply and sold their Mill Creek water to users in Crafton and Moreno Valley (p. 32). In 1925, the Moreno Valley interests purchased rights to 10 hours of zanja flow (Beattie, 1951, p. 63). The Bear Valley Mutual Water Co. delivered an equivalent amount of its water to Moreno Valley in lieu of the zanja water, because the Crafton Water Co. owned stock in the Bear Valley Mutual Water Co. However, the quantity of water from Mill Creek, or from any other source in San Bernardino Valley, that could be delivered to Moreno Valley was limited to 2,131 acre-feet per year, as the result of a lawsuit filed in 1929 by the Santa Ana River Development Co. of Orange County (Beattie, 1951, p. 63).

In 1926 the city of Redlands voted a \$525,000 bond issue to purchase additional rights to Mill Creek water (written commun., H. P. Hinckley, 1968). The city up to then had purchased 84 hours and 42 minutes of rights in Mill Creek water. Since 1926 the city has acquired additional rights, and in 1967 the city owned 103 hours and 18-5/6 minutes of the 240-hour total rights in Mill Creek water (oral commun., city of Redlands, 1968). The division of water between the city of Redlands and the Crafton Water Co. is made at the tailrace of powerhouse No. 1. Water for the city is diverted immediately below the tailrace, passed through the filter plant, and is delivered to the city distribution system through the main lines shown in figure 11.

Water for the Crafton Water Co. is carried in an open channel from the zanja crossing on Mill Creek Road to a point just east of Garnet Avenue, and from there in a conduit to the Crafton Reservoir. From the reservoir the water is delivered in a conduit to the company service area. The company, which at the time of incorporation owned rights to 14 percent of the total flow in the zanja, had increased its ownership rights, by purchase, to 53 percent in 1949, and to 55 percent of the total in 1967 (oral commun., city of Redlands, 1967).

Soon after the 1926 purchase of water rights in Mill Creek, the city of Redlands drilled two wells on Texas Street, near its intersection with the zanja. These wells supply water to the western part of Redlands and to other users in the Lower Settlement. At the same time the open ditch from First Street to the San Gabriel Mission Asistencia was replaced with a closed conduit laid in the bottom of the original ditch.

Source of the contract of the

P36-008092

Thus the open ditch, or zanja, built by the Indians under the guidance of the mission fathers, has been nearly eliminated, and the only water it carries at the present time is storm runoff, or water released at times to keep alive the few remaining trees along its banks. In its course through the city of Redlands, the zanja has been replaced by a closed conduit, and little surface evidence of its existence remains. The rights to water for the crops of the asistencia have been consolidated with those of the city of Redlands and the Crafton Water Co., which together control nearly 98 percent of the rights. The distribution of the total 240-hour rights is as follows:

> City of Redlands - - 103 hours, 18-5/6 minutes Crafton Water Co. - - 131 hours, 57 minutes 4 hours, 44-1/6 minutes

In 1967, 65 percent of the total supply was used for irrigation, and the remainder was supplied for domestic use (oral commun., city of Redlands, 1968).

The progress and growth of the community of Redlands, which once looked upon the tree-bordered zanja as one of its major attractions, has been the principal factor in the near-elimination of the zanja.

Lower Yucaipa Ditch

The exact date when the lower Yucaipa ditch (fig. 11) was built is not known. However, Hall (1888, p. 308) noted that it was built by Mexicans and Indians 30 years prior to his study, which would make the construction date about 1858. On the other hand, it has been conjectured (Beattie and Beattie, 1939, p. 67) that part of the ditch may have been built in the 1840's by Maria Armenta and her husband, José Bermudez. They had pulled up their grapevines from an area near the mouth of Reservoir Canyon and moved to a site below the mouth of Yucaipa Creek in San Timoteo Canyon (p. 96). They replanted their grapevines and raised garden crops. The garden crops required irrigation during the summer months, and Yucaipa Creek was probably the best source of water.

The first record of the ditch described the point of diversion as being near the center of sec. 13, T. 2 S., R. 3 W. (Hall, 1888, p. 302). The ditch diverted flow from the south side of Yucaipa Creek, followed along the south bank of the creek, crossed San Timoteo Wash, and followed along the west side of the wash to Brookside siding, now known as Redlands siding.

In 1888 the upper part of the ditch was small; it had a recorded right to 70 miner's inches, but its capacity was only about 50 miner's inches (Hall, 1888, p. 308). The total length of the ditch at that time was about 4 miles, the upper half being an open ditch and the lower half an 8-inch concrete pipe. Some of the concrete pipe was cast in place in the old ditch. There was no additional distribution system; the ditch served a narrow strip of land between the ditch and San Timoteo Wash. In 1888 the irrigated area totaled about 166 acres, divided among 16 irrigators, who together owned 216 hourshares in the ditch. On that acreage grew citrus orchards, vineyards, deciduous fruits, alfalfa, and summer crops.

NACE 106/783 88-3.5 From Kapaki 0.5 ANA CANYON IRRIGATION PROJECTS San Bernardino County, California 500 B Historical Development of Mentone Figure 1 2000 4000 6000 8000 Feet SANTA FE RALLWAY SANTA 110. ; SANTA ANA CANAL (1993—1899).
"Pe gery volety they Lee rev follow the route of the Santa Ana Gover from Santa Ana River Powerrouse No.3 to the Ordion Hills. No. 2 REDLANDS TANNEL:
Originally part of the Judson — Brown Canal
Today connected to the Redands Cond. Highland No. 3 NORTH FORK CANAL. Costern parties originally part of the Oran and Van Leuwen Ditch. Prepared for Greenwood & Assoc. by Area Location Systems Northridge, California (818) 993-4273 87-04 12,87

The Peppers/El Carmelo Map Reference No. 67

HISTORIC RESOURCES INVENTORY

	Adm T2 T3 Cat HABS HAER Fed
DENTIFICATION	UTM 11/485218/3767250
1. Common name: El Carmelo	1981 Historic Structure - RAHS
2. Historic name, if known: The Peppers	
3. Street or rural address 926 E. Highland Ave	i.
City: Redlands	ZIP: 92373 County: San Bernardino
4. Present owner, if known: Carmelite Brothers	Address: 926 E. Highland
City: Redlands	ZIP: 92373 Ownership is: Public Private
5. Present Use: Retreat Center (Religious)	Original Use: Private residence

DESCRIPTION

Other past uses: _

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its origin. condition:

This is a beautiful old house built as a replica of an Italian villa which Moore had seen in Northern Italy; this building stands alone on top of a hill; the exterior is stucco and the roof constructed of wood shingles; the eaves are projected with brackets; the windows have slipsill, two-sash and flat with plain molding; the front door consists of two large plain wood doors; the surrounding detail is flat plain molding with a small window on top of each door; there are no front stairs or porch; there is an unprotected cement patio in front, with a brick sidewalk leading to it. Mission revival with strong Moorish features





, ,
Approximate property size:
Lot size (in feet) Frontage
Depth or approx. acreage25
Condition: (check one)
3. Excellent X b. Good C c. Fair C
d. Deteriorated . e. No longer in existence
Is the feature a, Altered? b. Unaltered? X
Surroundings: (Check more than one if necessary)
a, Open land b. Scattered buildings
c. Densely built-up . d. Residential .
e. Commercial . f. Industrial .
g. Other
Threats to site: a. None known b. Private development c. Zoning d. Public Works project e. Vandalism f. Other
Datels) of enclosed photograph(s) Dec. 1976

UTM______ Q _____NR

Lon Era Sig

NOTE: The following (Items 14-19) we for structures way:	
14. Primary exterior building material: a. Stone b. Brick c. Stucco x d. Adobe e	. Wood - [
b. Moved? [] c. Unknown? []	
15. Is the structure. a, On its organization 1003	
16. Year of initial construction AXXXX This care is	
17. Architect (if known):	
18. Builder (if known):	
18. Builder (if known): 19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Fo	ormal garden(s)
Related features. a. Barr	i. None KJ
SIGNIFICANCE CONTRACTOR OF THE PROPERTY OF THE	
20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with	the site when Known):
Owned by W. N. Moore, an orange grower from Jolien, Ill. Moore ran the Elephant Orchards Packing House, an important packing house in the East San Bernardino Valley citrus industry. The house is a classic example of the residence of a successful Easterner turned citrus grower. It still sits amidst its original setting.	
In 1954 the Carmelites added 7 more acres and in 1956 17 add acres.	itional
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21. Main theme of the historic resource: (Check only one): a, Architecture 🐰 b. Arts & Leisure c. Economic/Industrial [] d. Exploration/Settlement [] e. Government [] f. Military g. Religion [] h. Social/Education []	
22. Sources: List books, documents, surveys, personal interviews, and their dates:	11 12 12
ZZ, Soinces, List Books, dyearname, and)
Redlands Daily Facts.	
23. Date form prepared: 5/2/77 By (name): Ron Morris Address: 125 W. Vine St. City RedLands	
Phone: 714-793-2201 Organization: City of Rodlands/A.K.Smiley-Pub	lie Edbrary
(State Use Only)	
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#926 E. Highland Ave. W.N. Moore house, built in 1903, now home for the staff of El Carmelo Reirect, which is run by the Caremiite Cathotic order. 2-story version of an Italiah villa. High collings, more round, more space to work with. Courlooks San Connarding Mountains, 300 feet above Redlands, 21-nooms including c chapel, five bodrooms and five bothnooms. Carmolite order toward the house and the 12 dores surrounding (in May 1952, 9) the time the condition of the house was very body become rober; and fixed in it for sight beauty. The bamber that addressed of the supplied that addressed of the bamber that submediated of the supplied that submediated of the supplied to the submediate of the supplied to the submediate of the supplied to the submediate of the supplied to t the difficult to got out ond all the plumbine and electrical week had to be redone. Eather Parence well in 1987; wate transfer on many builting heat of first, by Phononicus words to access the translation to continue with the house of all and that we'd have to sail at chocure, the physical formulation of the physical fields the second of the second formulation of the second of the The first of the state of the following the first of the therefore of persons there on the Chapter. There employs bother to the Propose of tweeter uses on one or access, there areas adopted traces among the first term of the following to the following to the following to the following to the following the follo around top and pillars. Large boy window on first floor with Transfel class for panels. Bank of house now a chapel with thetier Federal class to penote. Each of notice and a chapter afth the chapters that overlands the after the chapter to the control of the class of the control of the control of the class of the control of the

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REDLANDS AREA HISTORICAL SOCIETY, INC.

Redlands Historic Structure 1981

W.N. Moore House
"The Peppers"
926 East Highland Avenue
c.1903

Overlooking the valley high atop a hill on East Highland Avenue stands the W.N. Moore house. This fine old home was built by Moore, an orange grower from Jolien, Illinois. He operated the Elephant Orchards Packing house, an important packing house in the East San Bernardino citrus industry. His home was a classic example of the residence of a successful easterner turned citrus grower. Because of the many pepper trees on the grounds, the location became known as "The Peppers."

This house, an adaptation of an Italian villa which Moore had seen in Northern Italy, is a two-story structure with stucco exterior and shingled roof. The entrance to the home is through a large cement stoop or porch with cement benches on both sides. The porch is enclosed by open stickwork around the top and the pillars. The front doors of plain glass are flanked by two smaller lead-glass windows. The left side of the house has a tower-like structure with a stepped triangular roofline. On the second floor are three windows with semicircular tops. Below on the first floor is a large bay window consisting of four rectangular windows with leaded glass top panels.

Above the front entrance is a second floor patio or deck with four arched windows in the background. This deck is enclosed by an open stickwork railing. The right side of the house has a rounded tower extending to the roofline with three long rectangular windows. On the extreme right side is a one-story wing built on an angle that extends well past the front of the house. This structure houses the kitchen and pantry area. To the left of the house is a large open veranda on a cut-stone foundation. This veranda gives an outstanding view of the valley below. The front of the house is surrounded by large trees and enclosed by a cement railing with posts and foundation of cutstone.

The house remained in the Moore family until 1952 when the house and twelve acres were purchased by the Carmelite Fathers as a religious retreat center.

The REDLANDS AREA HISTORICAL SOCIETY does itself honor in singling out this unique example of our town's heritage and in commending the stewardship of the owners.

EL CARMELO RETREAT HOUSE

The historical antecedents of this beautiful old house go back nearly a century, and the structure itself, first called by the estate name, "The Peppers", was built in 1903. In a City of Redlands architectural survey in 1977, it was designated as a potential selection for the National Register of Historic Places.

The house was constructed as a replica of an Italian villa which William Nicoll Moore had seen while touring Northern Italy. The exterior is stucco, and the roofing is wood shingles; the eaves are projected with brackets. The windows have slipsill, two-sash and flat with plain moulding; the front entrance consists of two large plain wooden doors. The surrounding detail is flat plain moulding with a small window on top of each door. There are no front steps or porch. However, there is an unprotected cement patio in the front, with a brick sidewalk leading to it.

Like Riverside's famed Mission Inn (built at about the same time, as was Smiley Library) the architectural style is mission revival with strong Moorish features. The house thus stands as a classic example of the residence of a successful Easterner turned citrus grower.

Who was William Moore? He was born in Neenah, Wisconsin, in 1864, and died in his prime in 1911. His schooling climaxed with a degree in engineering at Massachusetts Institute of Technology. During that period he also married Miss Gertrude A. Robinson. Early in his manhood he became interested in several manufacturing concerns in northern Illinois and profited well. During the 1890's he frequently visited in California as did many wealthy Easterners of the time. In 1901, he finally migrated from Joliet, Illinois to Redlands to make it his permanent home. Out of his

capital he invested heavily in undeveloped lands and with the aid of his two sons had these lands put into condition for citrus planting. Father and sons were associated under the name of the Sunset Orange Co. as both growers and packers, and their processing shed was called the Elephant Orchards Packing House.

This success was not only the outgrowth of business acumen but also stemmed from the Moores being a part of an existing Easterner's group. In February 1886, the Chicago-California Colonization Co. had been formed which bought what was known then as the Somers Tract. This area in the eastern part of Redlands was settled by people of means from the Chicago region and hence became known as the Chicago Colony in society circles.

Following the early death of the family founder, the estate was occupied by the family until 1945. After World War II, the house remained empty until the Carmelites (who had been searching for such a place since 1946) purchased in 1952 the Moore residence and adjoining acreage of the Schacht-Reidman properties in Redlands Heights. Not included in the purchase was the home of one of the sons, Frank W. Moore, just south of the Peppers nor his nearby citrus juice bottling plant.

After seven years of neglect, a great deal of both house and yard rehabilitation had to be undertaken in short order. Repair and refurbishing soon got underway following the directions of architects Wayne D. McAllister of Los Angeles and Stanley C. Meston of Fontana. Ten weeks later, Bishop Charles F. Buddy, Diocese of San Diego, dedicated the new facility on October 15, 1952. An open house was held on October 26th. It marked the first return of the Carmelite Fathers to the diocesan area in some 350 years (a Father Andrew had said Mass at Point Loma in 1602 as chaplain of the Spanish fleet).